

Albany Area Metropolitan Planning Organization

Regional Transportation Plan (2018 – 2040)



Adopted by the AAMPO Policy Board on May 23, 2018

Prepared by:

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Adopting Resolution

Resolution Number 2018-1

FOR THE PURPOSE OF APPROVING THE ALBANY AREA REGIONAL TRANSPORTATION PLAN:

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Albany, City of Millersburg, City of Tangent, City of Jefferson and adjoining areas of Linn, Benton, and Marion Counties form an Urbanized Area named the Albany Urbanized Area; and,

WHEREAS, the Albany Urbanized Area has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) of the urbanized area; and,

WHEREAS, the US Department of Transportation and Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Albany Area Metropolitan Planning Organization (AAMPO) to carry out the Metropolitan Transportation Planning Process; and,

WHEREAS, the Regional Transportation Plan provides a financially constrained project list consistent with the projects and priorities identified in the Metropolitan Transportation Improvement Program (MTIP); and,

WHEREAS, the comments received at the committee meetings, Policy Board meetings, and through other forms of communication were considered; and

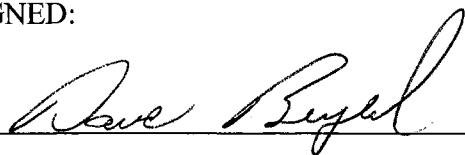
WHEREAS, the Regional Transportation Plan will serve as the federally required Metropolitan Transportation Plan (MTP) until a Regional Transportation System Plan (RTSP) is adopted to serve as both the MTP and RTSP for the AAMPO; and,

WHEREAS, a public hearing was held on November 22, 2017,

NOW, THEREFORE, BE IT RESOLVED, that the AAMPO Policy Board adopts the Albany Area Regional Transportation Plan.

PASSED AND APPROVED THIS 23rd DAY OF May, 2018, BY THE ALBANY AREA
METROPOLITAN PLANNING ORGANIZATION.

SIGNED:



Dave Beyerl,

Albany Area Metropolitan Planning Organization, Policy Board Chair

City of Jefferson, Councilor

Acknowledgements

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Development of this document was possible with funding from the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, and the support and involvement of AAMPO jurisdictions and stakeholders.

Albany Area MPO Title VI Notice

ALBANY AREA MPO TÍTULO VI COMUNICACIÓN

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Albany Area MPO is committed to complying with the requirements of Title VI in all of its programs and activities. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI or the Americans with Disabilities Act (ADA) may file a complaint with the Albany Area MPO. A complainant may also file a complaint directly with the Federal Transit Administration by addressing the complaint to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

For more information about the Albany Area MPO’s Title VI / Non-Discrimination and ADA Programs, including procedures for filing a complaint, contact the AAMPO Coordinator at 541-924-8480; by e-mail to tcampi@ocwcog.org; or by visiting the Albany Area MPO administrative offices at: 1400 Queen Ave SE, Suite 205, Albany OR 97322.

If information is needed in another language, contact (541)-924-8405.

Si se necesita información en otro idioma de contacto 541-924-8405.

Copies of this document are available:

- At www.ocwcog.org/transportation/aampo
- At the Oregon Cascades West Council of Governments administrative offices:
1400 Queen Ave SE, Suite 205, Albany, OR 97322
- At the Oregon Governor’s Office, the Federal Highway Administration, and the Federal Transit Administration

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Chapter I: Introduction

The Albany Area MPO

Metropolitan Planning Organizations (MPOs) are transportation policy-making bodies established for urbanized areas with populations of 50,000 or more. MPOs are intended to establish a continuing, cooperative, and comprehensive planning process for the metropolitan area.

The Albany Area Metropolitan Planning Organization (AAMPO) was formed following the 2010 Census, which determined that the Albany Urbanized Area had surpassed 50,000 in population. AAMPO membership includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as Linn County, Benton County, and the Oregon Department of Transportation.

AAMPO is governed by a Policy Board composed of elected representatives from member jurisdictions. A Technical Advisory Committee (TAC) composed of representatives from member jurisdictions – as well as ex-officio members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Environmental Quality (DEQ) – provides technical assistance and support. Staffing is provided through a contract with the Oregon Cascades West Council of Governments (OCWCOG).

Albany Area Planning Context

Geography

The AAMPO planning area is in Oregon’s Willamette Valley, in fertile farmland between the Cascade Range and the Coast Range. AAMPO sits 70 miles south of Portland and 45 miles north of Eugene along the Interstate 5 corridor, at its junction with US Highway 20 and Oregon Highway 34. The Union Pacific and Burlington Northern Santa Fe railroads provide mainline connections in all directions and Amtrak offers passenger rail service north and south. A map of the AAMPO planning area is shown in Figure 1-1.

Land Use Patterns

Oregon land use planning regulations require each city to have an urban growth boundary in order to foster compact urban growth and preservation of agricultural and forest lands. This land use pattern creates stretches of rural land uses among AAMPO jurisdictions and between AAMPO and neighboring metropolitan areas. It also creates opportunities for parks, natural areas, and agricultural uses that support local economies.

The communities that make up AAMPO are diverse in size. The City of Albany is the largest city, with a population of 51,670 in 2015, and the most residential, industrial, and commercial development. The three smaller cities – Millersburg, Tangent, and Jefferson – all have fewer

than 3,500 residents. Despite their smaller size, each still has notable industrial development as well as some employment opportunities in government, manufacturing, and skilled trades. Many residents of the smaller cities commute to Albany, Salem, or elsewhere for employment.

The varying size, land use, and geography of the cities within AAMPO generates a contrasting urban and rural character in transportation facilities and users. For example, the majority of Albany has a more traditional urban character, which results in transportation issue priorities such as transit needs, congestion management, and safe crossings of busy roadways for pedestrians. Tangent, on the other hand, has a more-rural/farming community character that is at the edge of urban uses. This “edge” environment creates community concerns for safety as high-speed rural corridors connecting to the urban areas pass through the community and impact livability (as well as creating seasonal friction with slow-moving farm equipment on the roadway). To ensure that the unique needs of each city are reasonably balanced, the broad spectrum of transportation system needs and priorities created by these varying characteristics are important to consider in program development and funding allocations for AAMPO.

Economy

Key economic drivers in the AAMPO area have historically included agriculture and wood products manufacturing, although this has expanded to include rare metals manufacturing, finished building products, and food processing. AAMPOs location along the I-5 corridor has also made the area attractive for warehousing and transportation services.

The broader region has seen growth in the health care and education sectors, which has impacted regional travel patterns and enhanced the interconnectivity of the regional transportation system. Students, faculty, staff, and community members may travel from or through the AAMPO area to get to these regional destinations. The City of Lebanon, 15 miles east of Albany, has seen development of the Western University College of Osteopathic Medicine of the Pacific-Northwest, a Veterans Home, expanded Samaritan Health Services facilities, and the Linn-Benton Community College (LBCC) Alternative Transportation Technology Center. LBCC maintains its main campus in south Albany and additional campuses in Sweet Home and Corvallis. Oregon State University (OSU), located 11 miles west of Albany in Corvallis, has a significant impact on regional travel patterns. Many students, faculty, and staff live in the AAMPO area and commute into Corvallis each day along Highway 20 and Highway 34. In addition, a popular dual-enrollment program with LBCC increases daily travel between the LBCC main campus in South Albany and the OSU campus in central Corvallis.

Census data on commute patterns reflects this regional travelshed, showing that many Albany workers commute from the Corvallis-Philomath area, Salem-Keizer, or Lebanon¹.

¹ US Census Bureau, Center for Economic Studies

Approximately a third of Albany residents work in Albany. Albany residents who work outside of Albany most often commute to the Corvallis-Philomath area, Salem-Keizer area, or Portland.

Demographics

From 2000 to 2013, the City of Albany's population grew by approximately 24 percent². During that time, the population of youth grew by 26 percent while older adults decreased by almost 12 percent³. The number of people earning incomes below the poverty line in Albany grew by 109 percent⁴. Albany also became more diverse, with the number of people identifying as Hispanic/Latino growing by 159 percent⁵ and the number of individuals with limited English proficiency growing by 62 percent. The Albany area has a higher percentage of low-income individuals and individuals with disabilities than Linn County and the state as a whole.

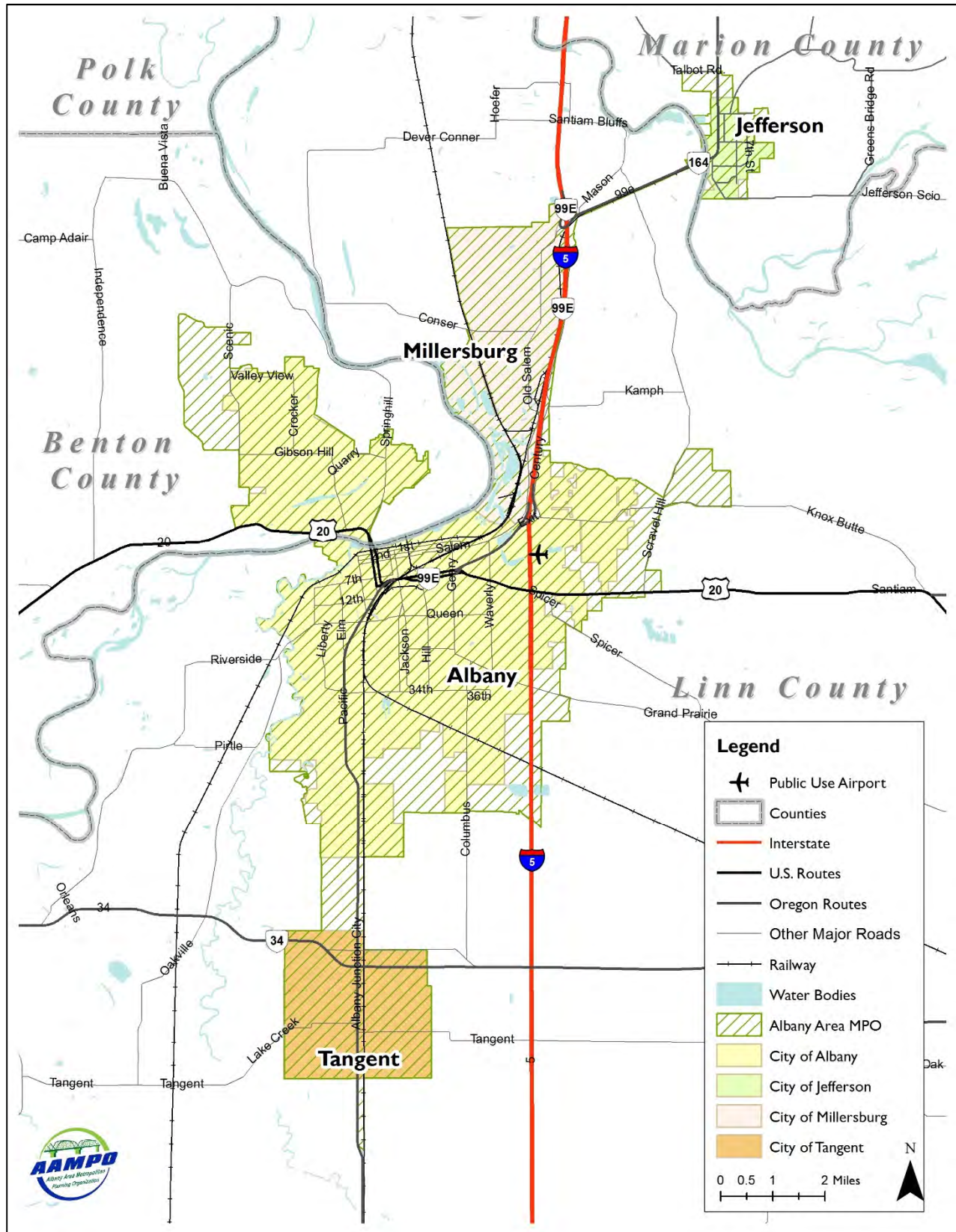
² US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01003

³ US Census Bureau, 2000 US Census Summary File 1: Table P012; US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B01001

⁴ US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table C17003

⁵ US Census Bureau, American Community Survey, 2009-2013 5-Year Estimates: Table B03002

Figure I-1: AAMPO Area Map



Source: Oregon Cascades West Council of Governments

Chapter 2: Plan Overview

The Regional Transportation Plan (RTP) establishes a vision for the Albany Area transportation system over a 20-year period. The RTP builds upon policy direction and priorities identified in local planning documents to guide the development and management of the regional transportation system.

To develop a 20-year vision for the multi-modal regional transportation system, information was gathered about what exists today, projected transportation demands through 2040, and gaps in addressing both current and future demand. This information was provided in a series of technical memoranda that correspond closely with the chapters within this document and that are referenced throughout.

Regulatory Framework

All MPOs are required to develop a Regional Transportation Plan (RTP) that identifies transportation system needs and projects for implementation over a 20-year period using Federal, State and local funds (23 CFR 450). Oregon's Transportation Planning Rule (TPR) also directs MPOs to prepare Regional Transportation System Plans (RTSPs) which place a greater emphasis on coordination with land use planning.

Federal guidance states that an MPO's Regional Transportation Plan must:

1. Be consistent with federal transportation policies.
2. Consider a minimum 20-year forecast period.
3. Identify transportation facilities (including major roadways; transit, multimodal and intermodal facilities; and intermodal connectors) that function as an integrated metropolitan transportation system.
4. Emphasize facilities that serve important national and regional transportation functions.
5. Discuss potential environmental mitigation activities (and potential areas to carry them out), including activities with the greatest potential to restore and maintain the environmental functions affected by the plan.
6. Incorporate a financial plan that: (i) demonstrates how the plan can be implemented, (ii) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and (iii) recommends any additional financing strategies for needed projects and programs.
7. Incorporate operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

8. Incorporate investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
9. Incorporate transportation and transit enhancement activities.
10. Incorporate performance measures and targets and a report on system performance and condition.

The planning process should also consider following Eight Planning Factors:

1. Support economic vitality.
2. Increase transportation safety for motorized and non-motorized users.
3. Increase transportation security for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

The Planning Process

The RTP was developed in two phases. In the first phase, the MPO developed an RTP Framework that meets federal requirements and identifies a constrained 20-year project list. In the second phase, the MPO used ODOT's least-cost planning tool, *Mosaic*, to help refine regional priorities and develop the illustrative project list. During the second phase, the MPO also identified strategies to comply with Oregon Transportation Planning Rule (TPR) requirements and completed a Transit Development Plan (TDP).

The RTP Framework, and any other MPO planning documents, was formally approved by the MPO Policy Board. In the second phase, MPO member jurisdictions will be asked to review the RTP and to either make a finding of consistency with their local land use and transportation plans or adopt amendments to those local plans in order to establish consistency.

Public Involvement

Outreach to share the project recommendations and collect opinions focused on North Albany, Albany, Millersburg, Tangent, Jefferson, and Albany areas, and included direct outreach to Title VI populations, transit riders, and businesses. Outreach efforts included discussion of the

recommended 20-year project list as well as two aspirational scenarios (Congestion Management and Capacity Improvement) for further improvement to the transportation system that could be implemented should additional funding become available. Highlights include:

- **Tangent community members** recommended that the plan recognize the agricultural uses of their roads and remember farming activities when planning for future improvements.
- **Jefferson residents** value their schools, care about pedestrian safety and assisting the elderly in getting to appointments. Residents who commute from Jefferson to other areas would appreciate focusing on capacity issues.
- **North Albany residents** are experiencing concerns about traffic impacts of future development and some neighbors in North Albany felt strongly that a bridge would be helpful to ease congestion.
- **Millersburg City Council** generally supported the concept of Congestion Management and expressed concerns about the impacts of a bridge. Millersburg businesses felt their access on and off Interstate 5 works well, but congestion on US 20 and I5 was a major concern. Support for a bike lane or sidewalk on Old Salem Road was expressed.
- **Student leaders at Linn Benton Community College** shared that they are concerned about how students get to school (most drive, some take transit). Pedestrian safety was a key concern.
- **Latino leaders** supported the Congestion Management Scenario, especially expanded transit service.
- **Albany Bicycle and Pedestrian Committee** members and other Albany residents supported the Congestion Management Scenario and hoped to expand ridership and access to transit.
- **Helping Hands Homeless Shelter clients** said transit service is essential, and weekend and evening service would be very helpful. They also supported the Congestion Management scenario.
- **Transit riders** shared that they support expanding Commuter Service and are interested in taking transit to nearby cities; the expanded service timeframe of 5 am to 10 am and 2 pm to 7 pm worked best.

Plan Update and Amendment Process

At a minimum, the RTP must be reviewed and updated every five years. The next update will be made by May 2023. In general, plan updates give AAMPO the opportunity to review data, assumptions, and priorities in the plan and to make modifications or updates to ensure continued accuracy and relevance of the document. Amendments to the plan can be made between the five-year updates, although major amendment, such as the addition of a large project, may require a financial-constraint determination.

Existing Plans and Regulations

Existing land use plans, transportation plans, and other regulatory documents providing guidance within the AAMPO area were reviewed in order to establish a context and foundation for the RTP. Forty-one documents were reviewed to identify existing transportation goals, policies, and objectives; highlight key criteria and standards; and flag any gaps to be addressed through the RTP planning process. Further information is available in *Technical Memoranda #2*.

The documents for review included:

- 6 Transportation System Plans
- 6 Comprehensive Plans
- 2 Capital Improvement Programs
- 4 Park and Recreation Plans
- 2 Public Transit Human Services Plans
- 2 transit agency plans
- 1 regional ITS plan
- 4 separate I-5 plans/studies
- 6 regulatory and/or policy documents, and
- The Oregon Freight Plan
- The Oregon Bicycle and Pedestrian Plan
- The Oregon Highway Plan
- The Oregon Public Transportation Plan
- The Oregon Transportation Plan
- The Oregon Transportation Options Plan
- The Oregon Aviation Plan
- The Albany Municipal Airport Master Plan
- The Albany Area MPO Interim Transportation Improvement Program
- The State Transportation Improvement Plan

Key Themes

Key themes that emerged from the document review include:

- Balancing financial resources with community livability and economic vitality

- Providing for the safe, convenient, and efficient movement of people and goods within and through the AAMPO area
- Facilitating the flow of goods and services to strengthen the local and regional economy
- Using available resources effectively and responsibly
- Maintaining and preserving the existing transportation system
- Providing sufficient transportation capacity
- Improving safety
- Promoting transportation options
- Ensuring mobility for all citizens, and specifically the transportation disadvantaged

Gaps

Gaps that were identified include:

- **Plan Updates:** Numerous plans reviewed are currently, or soon will be, undergoing updates. This includes the Linn County TSP, Millersburg TSP, Benton County TSP, Marion County TSP, Linn County Coordinated Plan, Benton-Lincoln Coordinated Plan, Jefferson Comprehensive Plan, Albany Parks and Recreation Master Plan, and Albany Airport Master Plan. In addition, several plans are relatively old and the data, regulatory references, and findings from those plans may be out of date. These plans primarily include the Jefferson Comprehensive Plan, Benton County TSP, and Marion County TSP. The Tangent TSP and I-5 planning processes also include data that may be out-of-date.
- **Federal Regulatory Changes:** MAP-21 instituted a new emphasis on performance management for MPO planning processes that will need to be considered as the AAMPO RTP process builds off of Transportation System Plans, Capital Improvement Programs and other planning documents written prior to MAP-21. The Federal Functional Classification System as updated following the formation of the MPO should be used for the AAMPO RTP process.
- **Federal Funding Changes:** Federal funding programs, funding levels, and funding streams changed with the establishment of the MPO, particularly as related to transit capital, operations and planning funds. These changes should be considered when utilizing planning and programming documents related to public transportation. For example, Albany Transit Service began receiving 5307 urban transit funds in place of the rural 5311 transit funds and the target amount of 5310 senior and disabled public transportation fund was established for the urbanized area.
- **State Regulatory Changes:** Numerous updates were made to the State of Oregon guidance for transportation planning. These include: Transportation Planning Rule amendments in 2005 and 2012, including redefining mobility ‘standards’ as ‘targets’ and an allowance for alternative measures outside of v/c ratio; Access Management Rules (OAR 734-051) saw significant revisions in 2011, and the OHP saw related revisions in 2012; A requirement that

Special Transportation Areas have a management plan when the STA is on a Statewide Highway.

- **New Requirements Associated with the MPO:** Oregon TPR establishes several additional requirements for MPOs. These include: a parking plan in MPO areas (OAR 660-012-045(5)(c)); establishment of VMT reduction targets or alternative measures for MPO areas; and, requirements that local jurisdictions provide notice to MPOs of development proposals in which they may have an interest.

Chapter 3: Goals, Policies, and Objectives

The RTP goals and policies provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy was developed by the MPO in concert with local plans, and Transportation System Plans in particular. As the local and regional circulation patterns are intertwined, continual coordination between local jurisdictions and the MPO is critical to achieving these regional goals.

This chapter contains a hierarchy of four planning elements:

- **Goals:** Broad statements about the region’s desired outcomes. A goal is an aspirational statement identifying a principal that will influence how decisions are made about transportation investments.
- **Policies:** Statements describing the approach that the MPO will use to guide the region toward each goal.
- **Potential actions:** Projects or regulatory measures that may be implemented to achieve the identified goals.
- **Objectives:** Measureable outcomes that indicates whether a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

Goal I

Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.

Policies

- 1.1. Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users
- 1.2. Maximize efficiency of existing regional roadway system
- 1.3. Maintain acceptable roadway and intersection operations
- 1.4. Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers
- 1.5. Maintain and enhance transit service
- 1.6. Preserve and protect transportation corridors essential to regional economic vitality
- 1.7. Ensure that the benefits and impacts of the transportation system are socially equitable
- 1.8. Support improvements to the bus transit and passenger rail systems, which demonstrate positive community impacts

- 1.9. Define priorities and incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system serving the AAMPO planning area
- 1.10. Maintain the condition of the highway system infrastructure
- 1.11. Plan for transportation improvements that are needed to support future growth, economic vitality, and transportation system needs, including transit and other non-single occupancy vehicle travel options for employment uses
- 1.12. Strengthen public transit programs and, where possible, utilize these programs to provide services to seniors, persons with disabilities, and low-income households
- 1.13. Provide a transportation system that serves a balance of transportation modes

Potential Action

- Add roadways, as identified in adopted plans, to increase regional connectivity
- Upgrade intersection capacity to meet future demand
- Implement or promote transportation options to meet future demand
- Provide wayside information dissemination on key regional routes
- Add video surveillance to improve incident detection and verification
- As transportation facilities are developed, incorporate design standards, landscaping and other amenities to encourage walking, bicycling, and transit opportunities
- Improve transit route schedule reliability while retaining coverage by extending frequencies to over 90 minutes in the short-term and adding weekday evening service
- Improve transit frequencies by implementing a 6-route system with buses every 60 minutes (30-minutes on some routes)
- Build a new transit maintenance facility to accommodate a larger transit system
- Construct transit-related facilities, including bus shelters

Objectives

- Reduce regional corridor travel times
- Reduce hours of congestion
- Reduce user travel costs
- Increase walking, bicycling and transit mode shares
- Increase travel reliability
- Increase transit frequency and reliability
- Reduce Vehicle Miles Traveled (VMT) per capita
- Maintain the transportation system in a state of good repair

Goal 2

Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.

Policies

- 2.1. Employ access management strategies to maintain existing highway functionality
- 2.2. Increase transportation options to community activity centers such as schools, parks, employment and shopping areas, and major transit stops
- 2.3. Enhance freight connectivity to industrial centers and freight terminals
- 2.4. Improve regional and local transportation system connectivity for non-motorized travel.
- 2.5. Strengthen regional partnerships to improve coordination, connectivity, accessibility, and efficiency of transit services

Potential Action

- Fill gaps in bicycling and pedestrian infrastructure on regional corridors
- Enhance pedestrian crossings near community activity centers
- Develop and apply spacing criteria for streets, bikeways and pedestrian access ways
- Enhance regional transit connectivity and improve coordination/partnerships with transit service providers within the AAMPO area, including updating system maps, branding, and marketing
- Improve connections with regional transit services at Albany Station and Linn-Benton Community College
- Coordinate schedules with the Linn Shuttle to provide frequent service along OR 99E from Linn-Benton Community College to Albany Station
- Develop a shared regional website for public transportation
- Explore coordinated changes to increase efficiency and the reach of the Linn-Benton Loop

Objectives

- Increase the percentage of the population within a maximum travel time between work and home
- Encourage the location of future industrial job centers near the freight network
- Improve transit frequency and coverage in high employment and dense residential areas
- Increase the total length of regional multi-use paths and bike boulevards
- Increase sidewalk coverage on regional corridors
- Reduce out-of-direction travel

Goal 3

Increase the safety and security for all travel modes on the regional system.

Policies

- 3.1. Improve safety on the regional system at locations with existing safety issues
- 3.2. Ensure that consistent security policies are practiced for all regional air, freight, pipeline, and roadway systems to reduce the risk of outside tampering
- 3.3. Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe response
- 3.4. Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards
- 3.5. Improve safety and security for multimodal system users to enhance comfort and viability of system use for pedestrians, bicyclists, and transit riders

Potential Action

- Select projects designed to improve safety at known accident prone locations
- Consider safety for all users when considering and developing transportation projects
- Work with other agencies to promote traffic safety education and awareness
- Place a higher priority on investments that address safety-related deficiencies at high crash locations
- Place a high priority on investments that address bridge maintenance needs for seismic event resiliency
- Improve system connectivity to enhance emergency response and natural disaster response travel route options
- Use All Roads Transportation Safety (ARTS) program to model system safety needs
- Identify bridge condition needs

Objectives

- Improve system resiliency for seismic and other natural events
- Reduce total fatal and injury crashes
- Reduce total property damage only accidents
- Reduce emergency response times
- Minimize conflicts along high-volume and high-speed corridors
- Reduce fatalities and injuries to pedestrians and bicyclists.

Goal 4

Protect the natural and built environment.

Policies

- 4.1 Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors
- 4.2 Reduce regional roadway environmental impacts by promoting transportation options and/or transportation system management and operations (TSMO) strategies in place of capacity upgrades, wherever feasible
- 4.3 Reduce the regional carbon footprint by reducing stopped delay, trip lengths, and vehicle miles traveled
- 4.4 Increase multi-modal access to public parks and nature reserves to better expose the public to the benefits of environmental stewardship
- 4.5 Reduce single-auto trip dependence

Potential Action

- Implement transit system enhancements designed to shift trips from single-auto to transit
- Reduce environmental impacts through design for proper drainage and treatment
- Improve pollinator habitat by developing Integrated Vegetation Management (IVM) standards for roadside areas

Objectives

- Reduce total air contaminants and toxins created by the regional transportation system
- Reduce total impacts on life cycle CO₂ caused by the transportation system
- Reduce transportation system related risks to the natural, built, and cultural resources

Goal 5

Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities.

Policies

- 5.1. Connect any existing system gaps between different freight modes
- 5.2. Promote efficient freight access to regional and state road, rail, airport and port infrastructure
- 5.3. Use judicious access management regulation to protect existing roadway freight routes
- 5.4. Provide freight system improvements that promote job growth and enhance employment opportunities

Potential Action

- Implement projects designed to enhance the safety of rail crossings
- Ensure projects on regional roadway freight corridors include geometric design considerations for large trucks, including addressing regional pinch-points
- Coordinate with external agencies to address the needs of critical freight connections outside the MPO that are needed to serve uses in the MPO
- Support implementation of an intermodal freight facility in Millersburg

Objectives

- Increase total number of jobs by enhancing freight mobility
- Reduce transportation costs by industry (business travel and freight)
- Increase in productivity by increasing connectivity
- Increase total value of exports and imports

Goal 6

Demonstrate responsible stewardship of funds and resources.

Policies

- 6.1. Prioritize preservation of the existing system
- 6.2. Confirm that all funded projects meet high priority regional system needs
- 6.3. Maximize the cost effectiveness of transportation improvements
- 6.4. Encourage public/private partnerships
- 6.5. Leverage access to federal funding for large-scale regional transportation projects
- 6.6. Identify and secure realistic, equitable, and sustainable funding, including the use of local resources to leverage federal and state funding, for transit services, facilities, and equipment
- 6.7. Support interjurisdictional coordination to improve project delivery and leverage funding opportunities
- 6.8. Encourage coordination and partnerships among public agencies within the MPO that promotes opportunities for additional external funding for the region
- 6.9. Seek opportunities for additional funding sources
- 6.10. Support volunteer programs and state human service agencies that provide public transportation services
- 6.11. Provide reasonable and sustainable staff resources to support implementation of the Regional Transportation Plan

Potential Action

- Develop a fiscally constrained project list designed to meet the most critical transportation needs within the region
- Apply for federal grants for major regional projects
- Consider alternative methods to supplement road maintenance funding, such as local gas tax
- Work with federal and state partners to advocate for and support efforts to secure strategic and sustainable investments in transit infrastructure, including vehicles
- Install automatic vehicle locators and other on-board equipment on transit vehicles to improve efficiency and customer information

Objectives

- Minimize capital costs when possible
- Reduce system lifecycle costs through advance planning
- Increase total transportation revenue

- Increase the share of lifecycle funds that are new or recycled
- Minimize the net impact on state and regional fiscal balance
- Retain funding allocations for maintaining the existing transportation system (such as pavement and bridge improvement projects)

Goal 7

Coordinate transportation and land use decision-making to foster collaboration and to encourage development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.

Policies

- 7.1. Work towards consistency among local and regional transportation and land use policies
- 7.2. Use transportation investments to foster compact and mixed-use employment and residential land development within the region consistent with local agencies vision of a balanced land use pattern
- 7.3. Assess regional travel impacts of all major land use decisions
- 7.4. Encourage region wide jobs and population growth while protecting character and connectivity of local communities
- 7.5. Encourage the integration of transit, bicycle, and, pedestrian facilities into site designs for community activity centers such as schools, parks, employment and shopping areas, and major transit stops to promote safe and efficient access to and through the site
- 7.6. Parking space requirements integrate land use and transportation options.

Potential Action

- Encourage incorporation of mixed employment and housing land use policies into Urban Growth Boundary updates
- Review minimum and maximum parking requirements
- Assess site plan review and traffic impact study requirements for on-site pedestrian and bicycle facilities

Objectives

- Achieve balanced growth in housing and employment
- Support population and employment density in city and neighborhood centers as defined in local Comprehensive Plans
- Increase relative land values
- Provide opportunities for rural locations that have less commercial options

Goal 8

Provide for a transportation system with positive personal health impacts.

Policies

- 8.1. Identify and support beneficial public health impacts when planning and funding transportation projects
- 8.2. Support physical activity by maintaining existing recreational corridors and increasing recreational connectivity where feasible through opportunities including parks, open space, and greenways
- 8.3. Support active transportation options
- 8.4. Ensure that the transportation system provides adequate access to health services and resources
- 8.5. Reduce conflicts between transportation modes to create a transportation system that is safe and comfortable to navigate

Potential Action

- Increase multi-use path connections to parks
- Promote coordination among public transportation providers to improve efficiencies of service delivery
- Support Safe Routes to School programming

Objectives

- Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
- Increase the quality of the travel environment
- Reduce transportation related noise impacts

Goal 9

Provide for a diversified transportation system that ensures mobility for all.

Policies

- 9.1. Provide greater transportation options for those who are transportation disadvantaged
- 9.2. Ensure that those who are transportation disadvantaged have full access to the regional transit and active transportation systems
- 9.3. Maintain and improve accessibility of the public transportation/transit system
- 9.4. Improve accessibility of transportation facilities servicing community activity centers such as schools, parks, health care services, employment and shopping areas
- 9.5. Support transit and other non-single occupancy vehicle travel options so that users do not become reliant on a single mode of travel

Potential Action

- Develop projects to increase transit service to low income neighborhoods, including improving connections to regional transit services and improving coordination/partnerships with transit service providers within the AAMPO area
- Consider demand responsive transit service options

Objectives

- Distribute transportation system user benefits evenly across all population groups
- Reduce total particulate matter emissions evenly across all population groups
- Distribute health benefits of active transportation across all population groups

Goal 10

Provide an open and balanced process for planning and developing the transportation system.

Policies

- 10.1. Foster a dialog and coordination between city, county and state entities within the MPO and regional partners including other Metropolitan Planning Organizations (MPOs) and Area Commissions on Transportation (ACTs).
- 10.2. Ensure that all affected jurisdictions have a say in major regional transportation decisions
- 10.3. Conduct outreach consistent with the AAMPO Public Participation Plan to acquire input in the planning process
- 10.4. Decisions will be consistent with applicable state and federal regulations

Potential Action

- Include regional participation in local planning projects by requiring notifications to potentially affected agencies in capital project or development review processes
- Create a process for on-going updates to local agency transportation system plans and the RTP to ensure consistency as plans are amended and to capture future opportunities

Objectives

- Provide guidance to enable local jurisdictions to create adopt goals and projects in concert with the overall regional goals and policies
- Foster plan support through transparent process.

Goal II

Provide a coordinated and integrated transit program to provide a safe, efficient, and affordable sustainable transportation option.

Policies

- 11.1. Maintain and enhance transit service
- 11.2. Maintain and improve accessibility of the public transportation/transit system
- 11.3. Support improvements to the bus transit and passenger rail systems, which demonstrate positive community impacts
- 11.4. Plan for transportation improvements that are needed to support future growth, economic vitality, and transportation system needs, including transit and other non-single occupancy vehicle travel options for employment uses
- 11.5. Support transit and other non-single occupancy vehicle travel options so that users do not become reliant on a single mode of travel
- 11.6. Encourage the integration of transit, bicycle, and, pedestrian facilities into site designs for community activity centers such as schools, parks, employment and shopping areas, and major transit stops to promote safe and efficient access to and through the site
- 11.7. Parking space requirements integrate land use and transportation options.
- 11.8. Improve accessibility of transportation facilities servicing community activity centers such as schools, parks, health care services, employment and shopping areas
- 11.9. Strengthen public transit programs and, where possible, utilize these programs to provide services to seniors, persons with disabilities, and low-income households
- 11.10. Ensure that those who are transportation disadvantaged have full access to the regional transit and active transportation systems
- 11.11. Improve safety and security for multimodal system users to enhance comfort and viability of system use for pedestrians, bicyclists, and transit riders
- 11.12. Strengthen regional partnerships to improve coordination, connectivity, accessibility, and efficiency of transit services
- 11.13. Identify and secure realistic, equitable, and sustainable funding, including the use of local resources to leverage federal and state funding, for transit services, facilities, and equipment
- 11.14. Support volunteer programs and state human service agencies that provide public transportation services

Potential Action

- As transportation facilities are developed, incorporate design standards, landscaping and other amenities to encourage walking, bicycling, and transit opportunities
- Improve transit route schedule reliability, while retaining coverage, by extending frequencies to over 90 minutes in the short-term and adding weekday evening service
- Improve transit frequencies by implementing a 6-route system with buses every 60 minutes (30-minutes on some routes)
- Build a new transit maintenance facility to accommodate a larger transit system
- Construct transit-related facilities, including bus shelters
- Enhance regional transit connectivity and improve coordination/partnerships with transit service providers within the AAMPO area, including updating system maps, branding, and marketing
- Improve connections with regional transit services at Albany Station and Linn-Benton Community College
- Coordinate schedules with the Linn Shuttle to provide frequent service along OR 99E from Linn-Benton Community College to Albany Station
- Develop a shared regional website for public transportation
- Explore coordinated changes to increase efficiency and the reach of the Linn-Benton Loop
- Work with federal and state partners to advocate for, and support efforts to, secure strategic and sustainable investments in transit infrastructure, including vehicles
- Install automatic vehicle locators and other on-board equipment on transit vehicles to improve efficiency and customer information
- Review minimum and maximum parking requirements
- Develop projects to increase transit service to low income neighborhoods, including improving connections to regional transit services and improving coordination/partnerships with transit service providers within the AAMPO area
- Consider demand responsive transit service options

Objectives

- Increase transit frequency and reliability
- Reduce Vehicle Miles Traveled (VMT) per capita
- Increase walking, bicycling and transit mode shares
- Increase the percentage of the population within a maximum travel time between work and home
- Improve transit frequency and coverage in high employment and dense residential areas
- Reduce total air contaminants and toxins created by the regional transportation system
- Reduce total impacts on life cycle CO₂ caused by the transportation system
- Increase the quality of the travel environment
- Distribute transportation system user benefits evenly across all population groups
- Reduce total particulate matter emissions evenly across all population groups

Chapter 4: Existing Transportation System

The existing regional transportation system was assessed to identify current deficiencies and needs and to help identify needs through 2040. Each component of the multimodal system was reviewed: roadways, public transportation, pedestrian facilities, bicycle facilities, rail freight, air travel, waterways, intelligent transportation system infrastructure, transportation demand management, pipelines, and other transport facilities, as applicable.

The full assessment of existing transportation system is available in Technical Memoranda #4 Existing Transportation Conditions and #5 Existing Transit Conditions. Technical Memorandum #6 Environmental Considerations includes a review of environmental, cultural and historical resources in the MPO area that may be impacted by the transportation system.

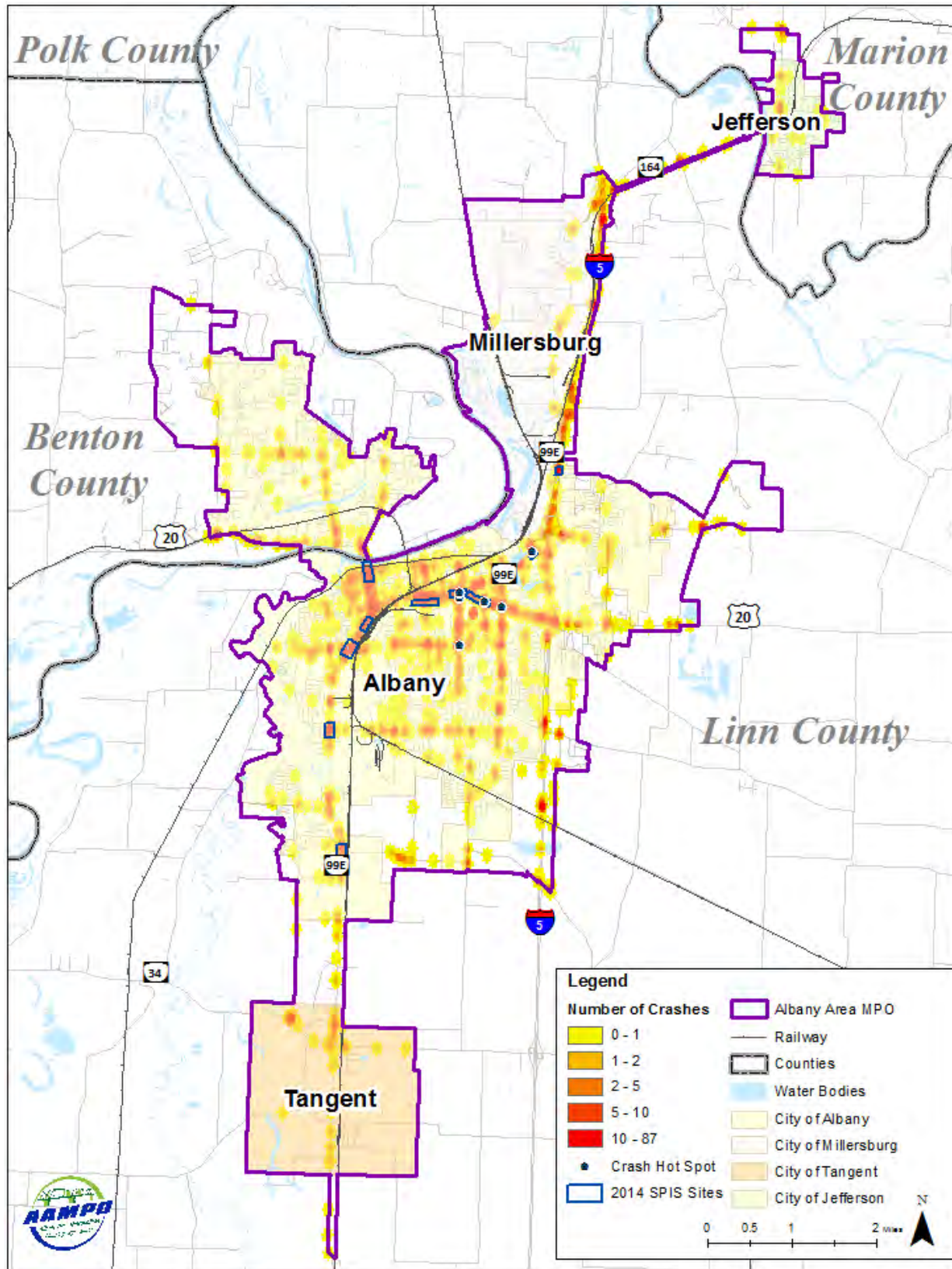
Traffic Safety

Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span shown in Figure 4-2, yielding an average of over 605 crashes per year. Of the 3,022 vehicle crashes, there were 18 fatalities, 61 incapacitating injuries, 423 non-incapacitating injuries, 961 possible injuries and 1,559 property-damage-only crashes. An incapacitating injury prevents the injured person from executing activities the person was capable of prior to the crash (e.g. walking, driving) while a non-incapacitating injury has visible evidence of an injury without any impact on executing activities (e.g. bruise, minor bleeding). Possible injuries are characterized by a complaint of pain but no visible evidence.

ODOT maintains a Safety Priority Index System (SPIS) to identify potential safety problems on state highways. The SPIS network screening process aims to identify sites with higher crash histories that have promise as sites for potential safety improvements. Each highway segments is broken into one-tenth of a mile sites and sites are ranked in terms of safety cost effectiveness. Each year ODOT develops a list of SPIS sites in the top 10%. AAMPO area SPIS Sites, also shown in Figure 4-1, further flag areas of potential concern.

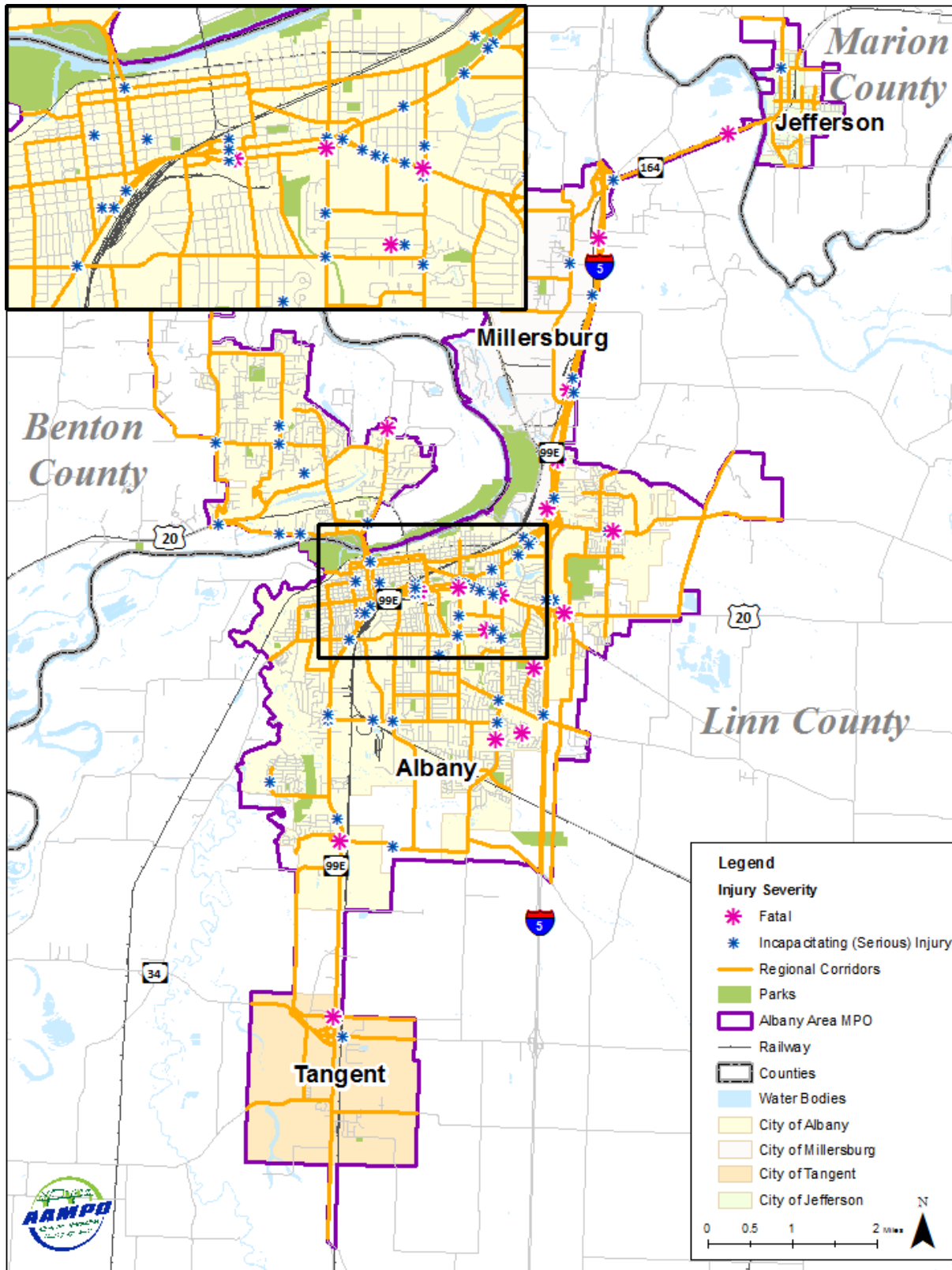
In addition, crashes reported by the Albany Police Department between January 1, 2014 and August 13, 2015 were collected. During this time, there were a total of 778 crashes. Broken down by severity there were two fatalities, 193 non-fatal injury crashes and 583 property-damage-only crashes. The fatalities and non-fatal injury crashes are identified in Figure 4-2. Both fatal crashes occurred in Albany, Oregon. One fatal crash occurred at the intersection of OR 99E/Belmont Avenue and the other fatal crashes occurred at the intersection of US 20/Clay Street. US 20/Clay Street is identified by the ODOT All Roads Transportation Safety Program, described below, as a crash hot-spot. There are several driveways (i.e. conflict points) near this location to provide access to Heritage Plaza Shopping Center.

Figure 4-1: AAMPO Vehicle Crashes and Hot-Spots (2009-2013) and 2014 SPIS Sites



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Figure 4-2: AAMPO Vehicle Fatal and Serious Injury Crashes (2009 -2013)



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

The individual crash types at study intersections were examined to see if any patterns would emerge and to identify problem areas in need of mitigation. Table 4-1 breaks down the crash types and severities experienced at the study intersections, along with critical crash rates and observed crash rates.

To evaluate the intersection, the observed crash rate, which describes the frequency of crashes per million entering vehicles (MEV), is compared with the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a 95th percentile confidence level⁶. Intersections with an observed crash rate greater than the critical crash rate warrant further review. Four study intersections, highlighted in Table 4-1 and described below, were found to have crash rates higher than their critical crash rate.

Table 4-1: Albany Area MPO Crash Rates at the Study Intersection (2009-2013)

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Jefferson Hwy (OR 164)/North Avenue	4	0	1	1	2	4	0	6	0.64	0.39
Jefferson Hwy (OR 164)/Main Street	6	1	6	1	3	11	0	14	0.76	0.66
Jefferson Hwy (OR 164)/Scrael Hill Road	1	3	2	2	5	3	0	8	0.63	0.48
Jefferson Hwy (OR 164)/I-5 NB Ramps	2	0	4	1	2	5	0	7	0.65	0.47
Jefferson Hwy (OR 164)/I-5 SB Ramps	1	0	2	3	3	3	0	6	0.71	0.58
Century Drive/I-5 NB Ramps	0	0	2	3	3	2	0	5	0.90	1.00
Old Salem Road/I-5 SB Ramps	1	0	1	5	5	2	0	7	0.65	0.47
Pacific Highway (OR 99E)/Albany	16	2	12	8	22	16	0	38	0.64	0.61

⁶Analysis Procedures Manual Version 2, Oregon Department of Transportation, June 2015.

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Avenue & Airport Road										
Century Drive&-5 NB Off Ramp/Knox Butte Road	3	3	4	2	5	7	0	12	0.55	0.37
Clover Ridge Road/Knox Butte Road	0	0	0	0	0	0	0	0	0.59	0.00
Scravel Hill Road/Knox Butte Road	1	6	1	1	1	8	0	9	0.74	0.99
Scravel Hill Road/Santiam Highway (US 20)	3	1	0	4	4	4	0	8	0.61	0.42
Fescue Street/Santiam Highway (US 20)	18	0	5	2	15	10	0	25	0.66	0.48
Airport Road/Santiam Highway (US 20)	16	4	5	0	11	14	0	25	0.65	0.43
Waverly Drive/Santiam Highway (US 20)	36	5	15	5	31	29	1	61	0.64	0.96
Waverly Drive/Pacific Highway (OR 99E)	23	5	3	3	16	18	0	34	0.65	0.61
Queen Avenue/Pacific Highway (OR 99E)	33	4	8	1	25	21	0	46	0.64	0.70
Waverly Drive/34th Avenue	7	0	4	0	6	5	0	11	0.71	0.35
Pacific Highway (OR 99E)/53rd Avenue	3	0	1	1	3	2	0	5	0.69	0.13

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Three Lakes Road/Seven Mile Lane	1	0	0	1	1	1	0	2	0.83	0.32
Ellsworth Street (US 20)/1st Avenue	11	1	3	2	9	8	0	17	0.69	0.47
Ellsworth Street (US 20)/2nd Avenue	2	3	1	2	4	4	0	8	0.68	0.20
Lyons Street (US 20)/1st Avenue	5	12	1	3	15	6	0	21	0.68	0.53
Lyons Street (US 20)/2nd Avenue	7	7	1	3	9	9	0	18	0.69	0.47
Springhill Drive/Albany-Corvallis Highway (US 20)	14	0	1	3	8	10	0	18	0.63	0.26
North Albany Road/Albany-Corvallis Highway (US 20)	11	0	1	0	5	7	0	12	0.66	0.24
Scenic Drive/Albany-Corvallis Highway (US 20)	0	0	3	2	2	3	0	5	0.53	0.13
Scenic Drive/Gibson Hill Road	0	0	1	1	1	1	0	2	0.73	0.21

Notes: **Bolded Red and Shaded** indicates a high crash rate compared to other similar intersections in the AAMPO area.
^A Critical crash rate calculated based on 95% confidence level.
^BMEV = Million entering vehicle

The following intersections have crash rates higher than their critical crash rate.

- **Century Drive/I-5 NB Ramps.** This intersection experienced a crash rate higher than similar facilities within the AAMPO area. The posted speed limit along I-5 near this interchange is 65 mph while the advisory off-ramp speed is 25 mph. The off-ramp is relatively short and

consists of a sharp horizontal curve. Century Drive also has a high posted speed limit, 55 mph.

- **Scravel Hill Road/Knox Butte Road.** The crash rate estimated at the intersection of Scravel Hill Road/Knox Butte Road is higher than similar facilities. A majority of the crashes at this intersection were angled crashes (e.g. a vehicle traveling north to south colliding with a bicycle traveling east to west on the intersecting street) resulting in an injury. The posted speed limit along Knox Butte Road is 45 mph, while the posted speed limit on Scravel Hill Road, stop-controlled, is 55 mph. The north leg consists of a vertical and horizontal curve that may limit sight distance. The east leg of the intersection is slightly skewed.
- **Waverly Drive/Santiam Highway (US 20).** This intersection has a higher than average crash rate for a signalized intersection. There were a total of 75 crashes at this intersection. These crashes consisted mainly of rear-end crashes or involved a turning movement. This intersection was also identified as an ODOT ARTS crash hot-spot, described below. There are a considerable number of access points near the intersection and limited lighting (only one luminaire). There was one fatality recorded at the intersection, which involved a pedestrian at night.
- **Queen Avenue/ Pacific Highway (OR 99E).** The intersection of Queen Avenue/OR 99E experienced a higher crash rate than similar facilities within the AAMPO area and was also identified as a crash hot-spot, described below. The majority of the 55 crashes that occurred at this intersection resulted in a rear-end crash. This intersection is skewed with vehicles traveling at high speeds (55 mph) along OR 99E.

System Management

System Management refers to transportation strategies or programs that help optimize the existing infrastructure through use of advanced technology (to optimize facility performance) or by reducing peak period travel demand (to reduce congestion). These management strategies work together to enhance both the supply and demand sides of the transportation system.

Intelligent Transportation Systems

An intelligent transportation system (ITS) is a technology, application, or platform that can be deployed to monitor, manage, and improve the transportation system for all users. Within the AAMPO, there are many ITS elements in use that assist travelers.⁷

The most ubiquitous use of ITS is the region's traffic signal system. ODOT is responsible for the traffic signals along US 20 (Santiam Hwy) and 99E. The City of Albany is responsible for the traffic signals along:

⁷ *Central Willamette Valley ITS Plan*, DKS Associates and IBI Group, December 2010.

- 14th Avenue
- 34th Avenue
- North Albany Road
- Knox Butte Road
- Queen Avenue
- Salem Avenue
- Waverly Drive

AAMPO also has a variety of ITS devices in use. There are ITS systems along I-5, including a dynamic message sign for northbound travelers in Millersburg, highway advisory radio in North Albany, traffic count station at Knox Butte Road and a closed-circuit television video (CCTV) camera in Millersburg. In addition to traffic signals, ITS devices on the arterial network include a fixed-mount red light enforcement camera at the intersection of Queen Avenue/Geary Street.

There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional CCTV cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg.

The Northwest Transportation Operations Center (NWTOC) in Salem is used by ODOT to manage the state highway system for all of Region 2, which includes AAMPO. The NWTOC operates 24 hours, seven days a week. Operators at the NWTOC perform the following functions:

- Traffic Management: Operation of traffic control devices
- Incident Management: Detection/identification, response (e.g. dispatch), and management of incidents
- Maintenance Support: Dispatch and communications for ODOT maintenance crews
- Information Service Provider: Dissemination of traveler information to the public regarding events that impact the highway.

ODOT Region 2 operates a traffic incident response (TIM) program that assists motorists and addresses events, like crashes or debris on the roadway, that inhibits travel. There are three full-time incident responders serving District 4, which includes AAMPO, that provide seven-day-a-week coverage along I-5 and US20.⁸

ODOT's TripCheck website (www.tripcheck.com) is a traveler information web site for real-time traffic information. The TripCheck site includes camera images, road conditions, weather information, incident maps, and construction activity for the state. ODOT continues to add information to TripCheck as new equipment is deployed. The TripCheck Local Entry Tool (TLE) is an application available to local agencies to upload local traffic impacting events, such as road closures, construction, and special events, to TripCheck.

⁸ Oregon Traffic Incident Management Strategic Plan, DKS Associates, 2015.

Transportation Demand Management

The Oregon Cascades West Council of Governments (OCWCOG) manages a Transportation Demand Management (TDM) program serving much of the AAMPO area. Through the program, OCWCOG helps employers implement commuter benefit programs, educates the public about transportation options, and advocates for transportation options. OCWCOG staffs Cascades West Rideshare, a regional vanpool and carpooling program for Linn, Lincoln, and Benton Counties. The Salem Area Mass Transit District provides similar services for Jefferson (in Marion County), including staffing the Cherriots Rideshare carpool and vanpool program. Both are part of a regional network which coordinates commuter vanpools throughout the Central Willamette Valley and on the Central Oregon Coast.

Several Park and Ride lots are located in the MPO area to facilitate carpooling and transferring to other modes. There may be additional sites, or informal sites, that are not accounted for.

- Santiam Highway and Spicer Drive, at I-5 in Albany (30 spots, 2 ADA compliant)
- Hickory Drive in North Albany (40 spots, 2 ADA compliant. 4 bike parking spots. 4 bike lockers. Stop for ATS routes 1 and 3)
- I-5 and Highway 34 junction, east of Tangent (40 spots)
- I-5 & Highway 164 Junction (20 spots)

Public Transportation

The Albany Area MPO is served by a small urban transit system. Several rural and statewide services also provide connectivity within the MPO and to surrounding areas. Below is a summary of these and other regional public transportation services in the MPO area. More information is available in *Technical Memorandum #5 Existing Transit Conditions*.

Fixed Route System

The Albany Transit System (ATS) operates three local fixed routes, Monday through Friday, at 60-minute frequencies. These routes, along with key regional fixed-route services are shown in

Figure 4-3. Route 1 operates throughout most of Albany only during the early morning. After 9:00 am, service is provided by Routes 2 and 3. Route 2 operates on Albany's east side, and Route 3 operates service on Albany's west side. The single-ride fare is \$1.00 for adults, and \$0.50 for seniors (60 and older), youth (6-17), and disabled individuals. Children 5 and younger ride free. Free transfers are available. Routes 1, 2, and 3 only operate within the City of Albany.

Linn-Benton Loop

Another fixed route operated by ATS is the Linn-Benton Loop. The route is operated by ATS but funded by multiple partners and is overseen by a governing Board. The Loop operates as an inter-city route connecting Corvallis and Albany. The Loop operates from 6:25 am until 7:00 pm, Monday through Friday, and 8:00 am until 6:00 pm on Saturday. The Loop fare is \$1.50, however free or reduced transfers are available.

Call-A-Ride

The City of Albany also operates Call-A-Ride (CAR), a wheelchair accessible, curb-to-curb transportation service for Albany residents 60 years of age and over, and for people of all ages with disabilities who are unable to access fixed route bus service. CAR provides trips within Albany city limits, $\frac{3}{4}$ - mile outside Albany city limits, and within the City of Millersburg. This service operates Monday through Friday, from 6:30 am to 6:30 pm and on Saturdays from 8:00 am to 6:00 pm. A one-way trip costs \$2.00.

Linn Shuttle

Operated by the non-profit Senior Citizens of Sweet Home, Inc., the Linn Shuttle provides transportation services between Sweet Home, Lebanon, and Albany, making connections to Linn-Benton Community College (LBCC), downtown Albany and the Heritage Plaza. The Linn Shuttle operates seven two-way trips per day between Sweet Home and Albany plus five LBCC Express trips from Lebanon to Albany and back to Sweet Home.

The Linn Shuttle operates on a scheduled route except for pre-approved unscheduled stops. It provides service Monday through Friday, 6:25 a.m. to 7:30 p.m. There are no eligibility criteria for riders. Service is offered free for staff and students of LBCC. All Linn Shuttle vehicles are equipped with video cameras, wheelchair lifts or ramps, two on-board securement spaces and bike racks.

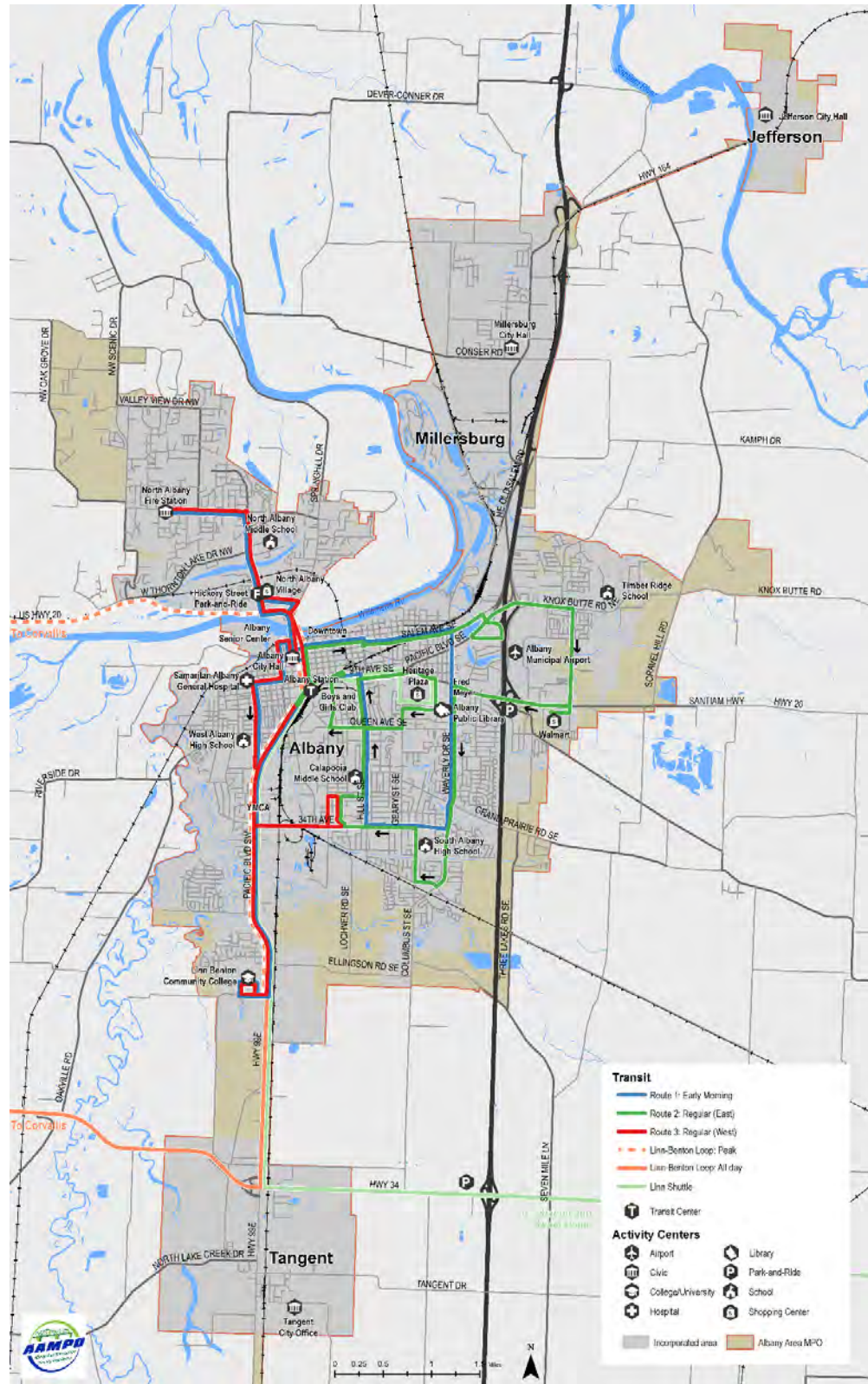
Additional Regional Services

- Benton County Dial-A-Bus
- Corvallis to Amtrak Connector
- Corvallis to Albany Connection
- Coast-to-Valley Express
- Bolt Bus
- Non-Emergency Medical Transportation via the Cascades West Rideshare and TripLink Call Center
- Taxis
- Amtrak Passenger Rail
- Cascades POINT

Public Transportation Facilities

The Albany Station is the primary public transportation facility in the MPO area. It is where passengers transfer between routes, where most vehicle trips start and end, and where operators take their break. Intercity and regional services such as Amtrak, Bolt Bus and Linn Shuttle also stop here. In addition to the Albany Station, there are approximately 93 bus stops in Albany, approximately 20 of which have shelters and benches. All stops have signs indicating the routes that serve that stop, but only stops located at a timepoint have additional schedule information for each route. The Linn-Benton Community College has a large shelter with seating protected from the elements.

Figure 4-3: Fixed Route Transit in the Albany Area



Source: Albany Area Regional Transportation Plan Technical Memorandum #5: Existing Conditions, Nelson\Nygaard

Pedestrian Facilities

Sidewalks, multi-use paths, trails, and crosswalks along regionally significant roadway corridors were assessed for completeness, connectivity, Americans with Disabilities Act (ADA) compliance, and safety concerns. A summary of findings is provided below, and the full findings are available in *Technical Memorandum #4 Existing Transportation Conditions*.

Completeness and Connectivity

Pedestrian facilities were reviewed for completeness using ODOT's Multimodal Analysis methodology⁹. It was found that nearly 45 percent of regional roadways have complete sidewalks coverage which includes "Excellent", "Good" and "Fair" ratings, as show in Figure 4-5¹⁰. While Central Albany has adequate pedestrian connectivity, there are considerable pedestrian facility gaps along regional roadways outside of central Albany, including those within and connecting to Millersburg, Jefferson and Tangent.

ADA compliance within the AAMPO area is incomplete. Recently rehabilitated or constructed roadways such as North Albany Road or Oak Street have been designed to meet ADA requirements; however, older areas such as 9th Avenue in Albany have incomplete ADA design features.

Figure 4-4: Multimodal Analysis Methodology



Excellent: Substantial separation between the sidewalk and the roadway.
Good: Sidewalks on both sides of the roadway, continuous landscaping buffering from moving vehicles.

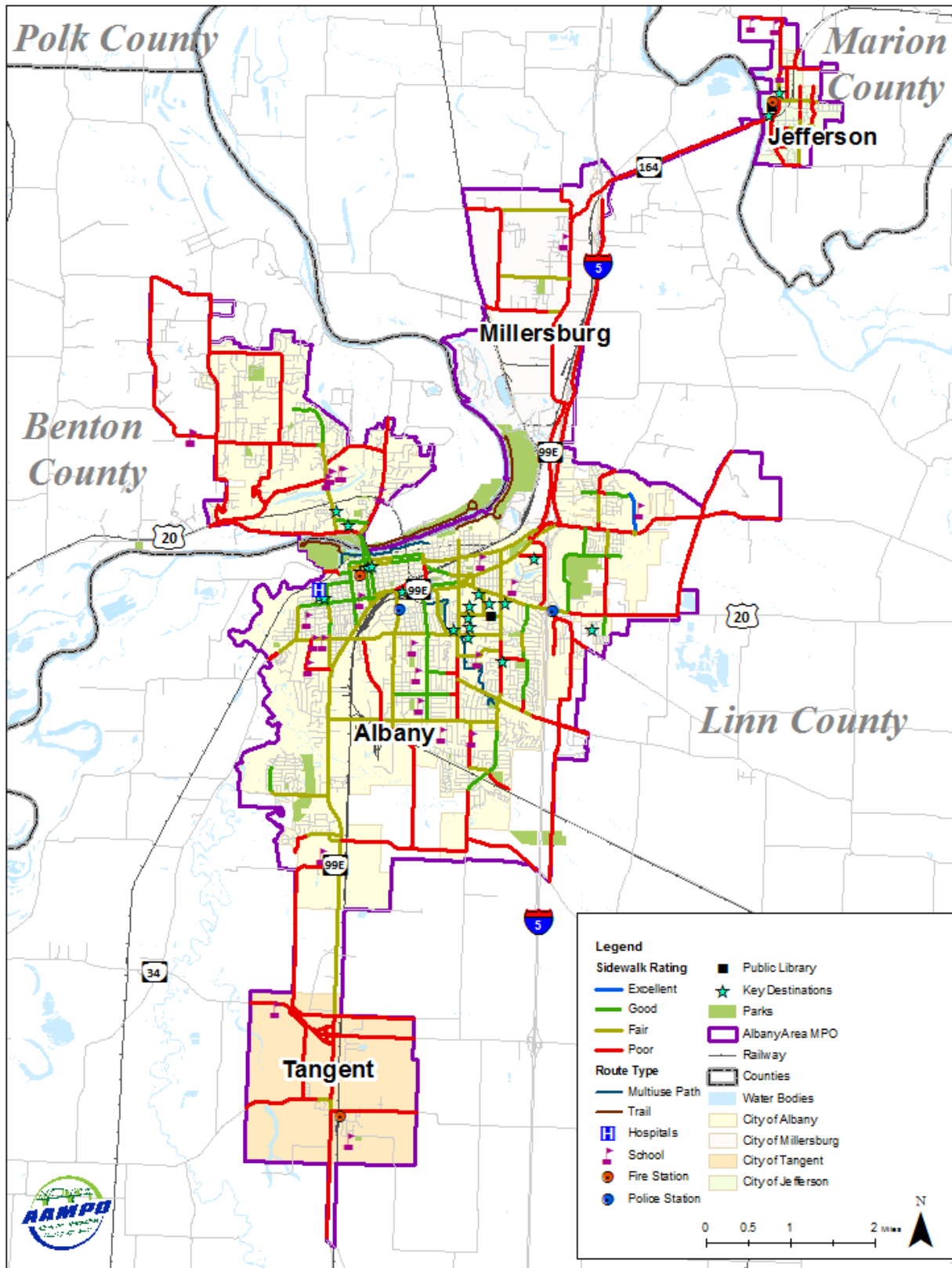
Fair: Sidewalk is curbtight which can be uncomfortable for pedestrian. Bike lane or on-street parking buffers

Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

⁹ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

¹⁰ Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates, August 10 2015

Figure 4-5: AAMPO Existing Pedestrian Facilities



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

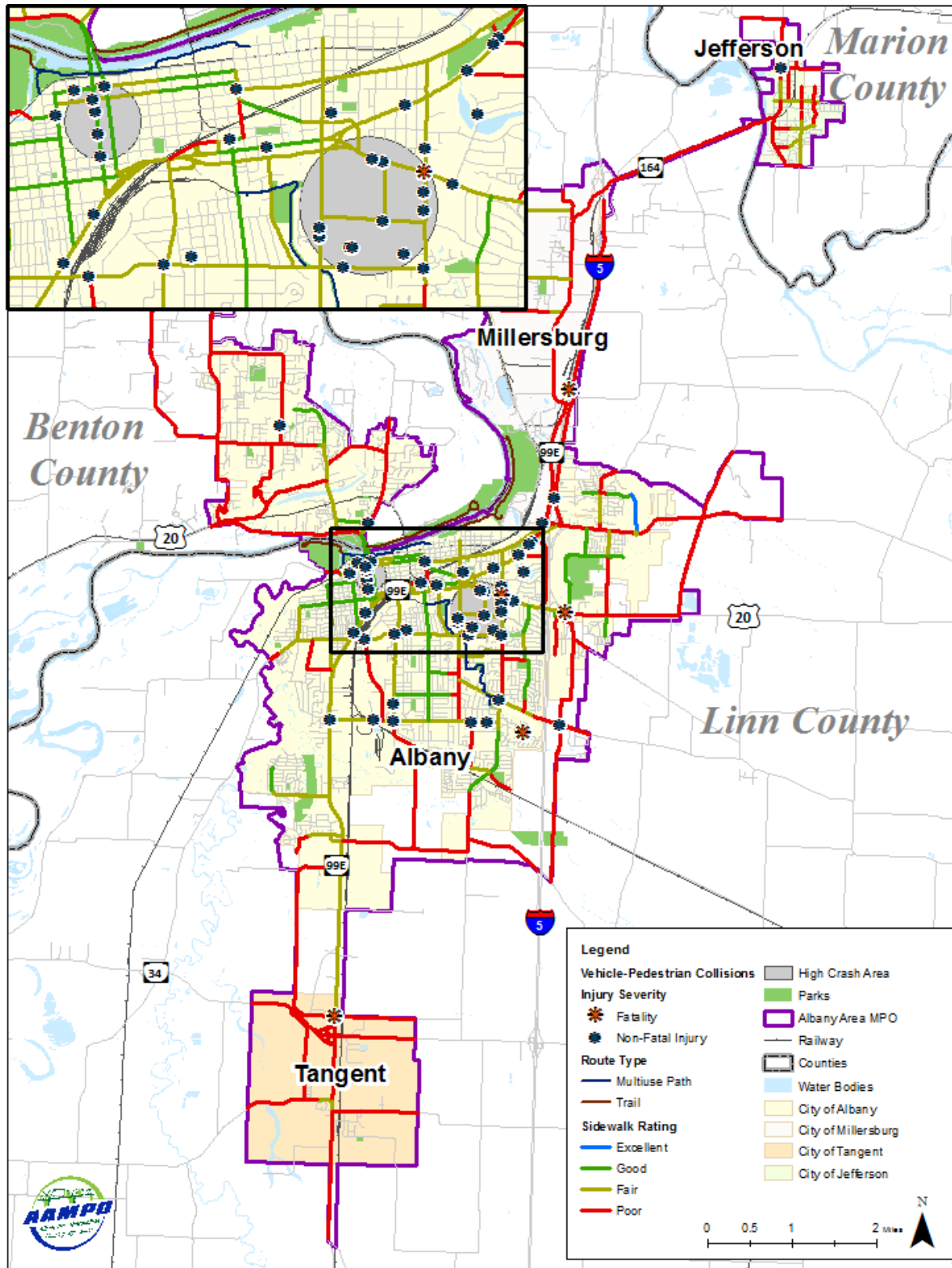
Pedestrian Safety

A review of the most recent five years (2009-2013) of ODOT crash data found that there were 56 reported vehicle-pedestrian crashes, as illustrated in Figure 4-5. The majority of the crashes occurred in Albany along arterial roadways, with one reported crash each in Tangent, Millersburg and Jefferson. 65 percent of pedestrian related crashes occurred at an intersection or alley and 34 percent occurred along a straight roadway segment. There were five pedestrian fatalities, with the pedestrian deemed at-fault in four of the fatal crashes mainly for being illegally in the roadway.

Two locations in Albany were identified as high vehicle-pedestrian crash areas: the Ellsworth and Lyons couplet (US 20) in downtown Albany and the Heritage Plaza Shopping Center.

A need for safe routes to school was identified throughout the MPO area. Regional roadways may have unsafe crossings or rail crossings which deem routes unsafe even if they are in close proximity to a school.

Figure 4-6: AAMPO Vehicle-Pedestrian Crashes (2009-2013)



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Bicycle Facilities

Bicycle facilities, including bicycle lanes, multi-use paths and trails, along regionally significant corridors were reviewed to identify deficient areas and safety concerns. A summary of findings is provided below, and the full findings are available in *Technical Memorandum #4 Existing Transportation Conditions*.

Bicycle Level of Stress

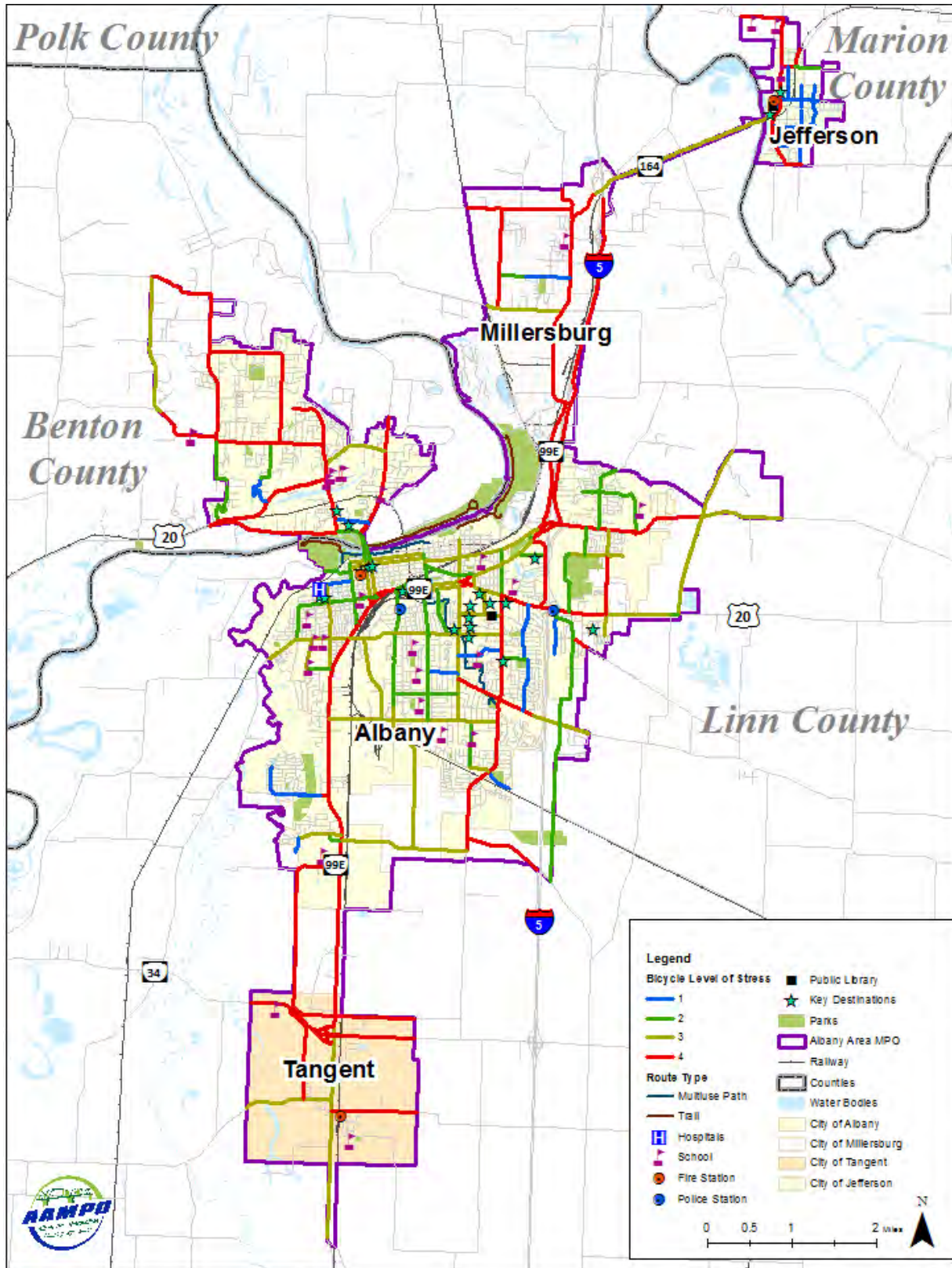
Existing bicycle facilities were evaluated using the ODOT Bicycle Level of Stress Methodology¹¹. This methodology uses roadway characteristics such as bike lane width, posted speed limit, and traffic volume to quantify the perceived comfort levels of the average cyclist on a given facility. Perceived comfort is ranked from Level of Stress (LTS) 1 to 4, with LTS 4 representing the highest traffic stress and LTS 1 representing the lowest.

- **LTS 1:** Separated facilities or shared roadways with low traffic speeds, low traffic volume, one lane in each direction and intersections that are easy to cross.
- **LTS 2:** Has little traffic stress but is more suitable for teens and adults. There are slightly higher traffic speeds and up to three lanes total in both directions.
- **LTS 3:** Requires more attention due to moderate stress imposed by increased traffic speeds and up to five lanes total in both directions.
- **LTS 4:** Requires experience and skill. There could be high traffic speeds, multi-lane travel ways, complex intersections and high traffic volumes

Bicycle facilities within central Albany have the lowest levels of stress, and those in outlying areas see higher levels of stress. Regional corridors in Tangent, North Albany and Millersburg are characterized by high levels of stress. In Jefferson, there is little traffic stress within residential areas but OR 164 demonstrates a high level of stress due to frequent driveways and higher speeds. Figure 4-7 illustrates LTS throughout the AAMPO area.

¹¹ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

Figure 4-7: AAMPO Existing Bicycle Facilities



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Bicycle Safety

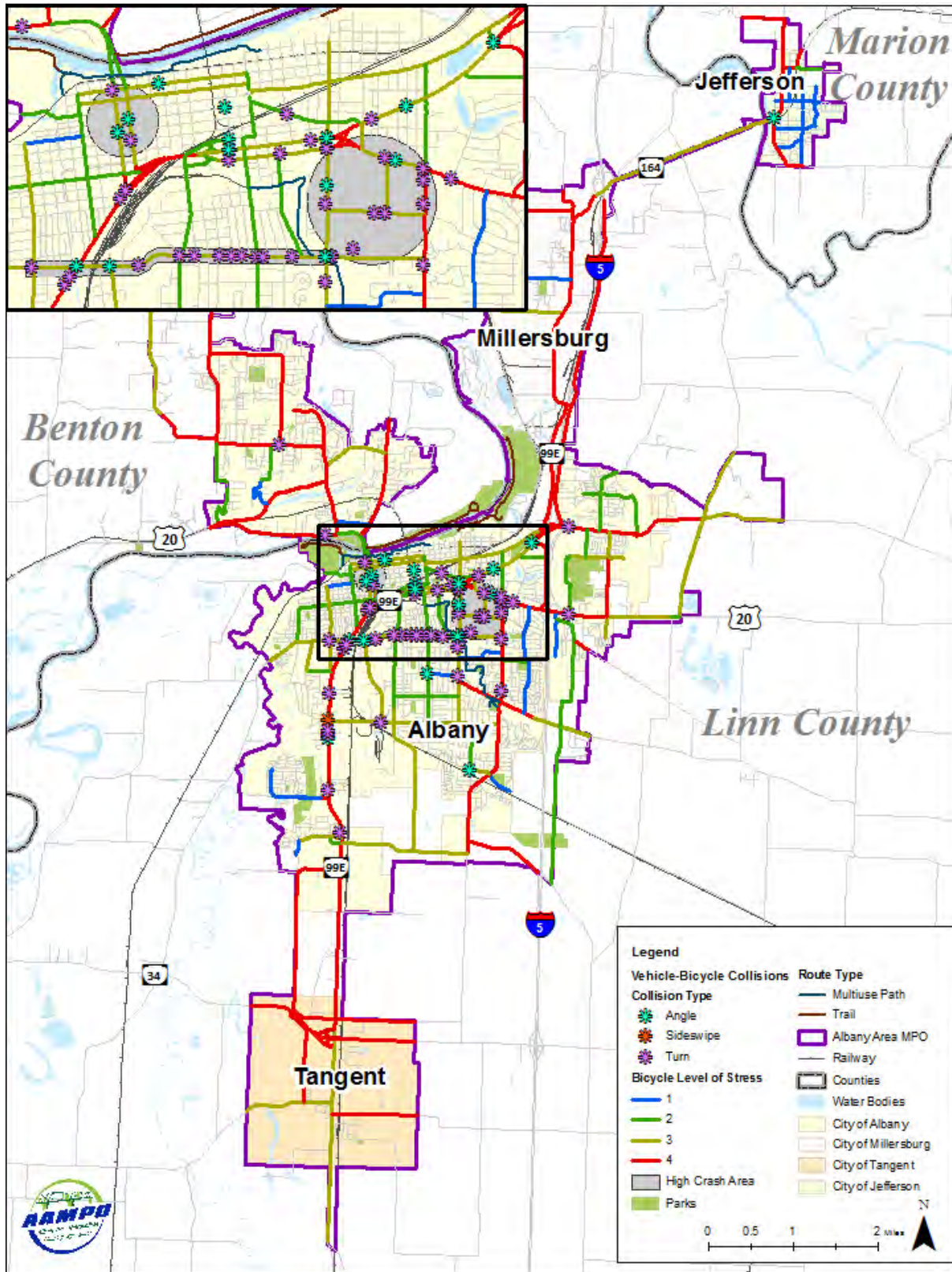
A review of the most recent five years (2009-2013) of ODOT crash data found that there were 73 vehicle-bicycle crashes during that five-year span, as shown in Figure 4-8. The majority of crashes occurred at intersections or alleyways in Albany, typically involving a crossing or turning movement. Ten crashes resulted in an incapacitating or serious injury, 43 crashes resulted in a non-incapacitating or moderate injury, and 20 crashes resulted in a possible or minor injury.

Three locations in Albany were identified as high vehicle-bicycle crash areas:

- Lyons-Ellsworth Couplet
- Heritage Plaza Shopping Center
- Queen Avenue

Many of the crashes in these three locations were attributed to traffic violations such as failure to yield the right-of-way, disregarding a traffic signal, non-motorists illegally in the roadway, or vehicles crossing the centerline.

Figure 4-8: AAMPO Vehicle-Bicycle Crashes (2009-2013)



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Roadways

Regionally significant roadways, identified as all arterials and collectors, within the AAMPO area were inventoried. Roadway characteristics, traffic operations, traffic safety considerations, and freight routes were reviewed to help identify current roadway conditions and deficiencies.

Roadway Characteristics

There are six urban roadway classifications within the AAMPO area: freeway, principal arterial, minor arterial, major collector, minor collector, and local. One freeway and four primary arterials provide connections within and to areas outside of the MPO: I-5 and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west. Minor arterials and collectors throughout the MPO allow for more access and circulation within the MPO and create connections to regional destinations, I-5, and other arterial roadways. These roadways are illustrated in Figure 4-9.

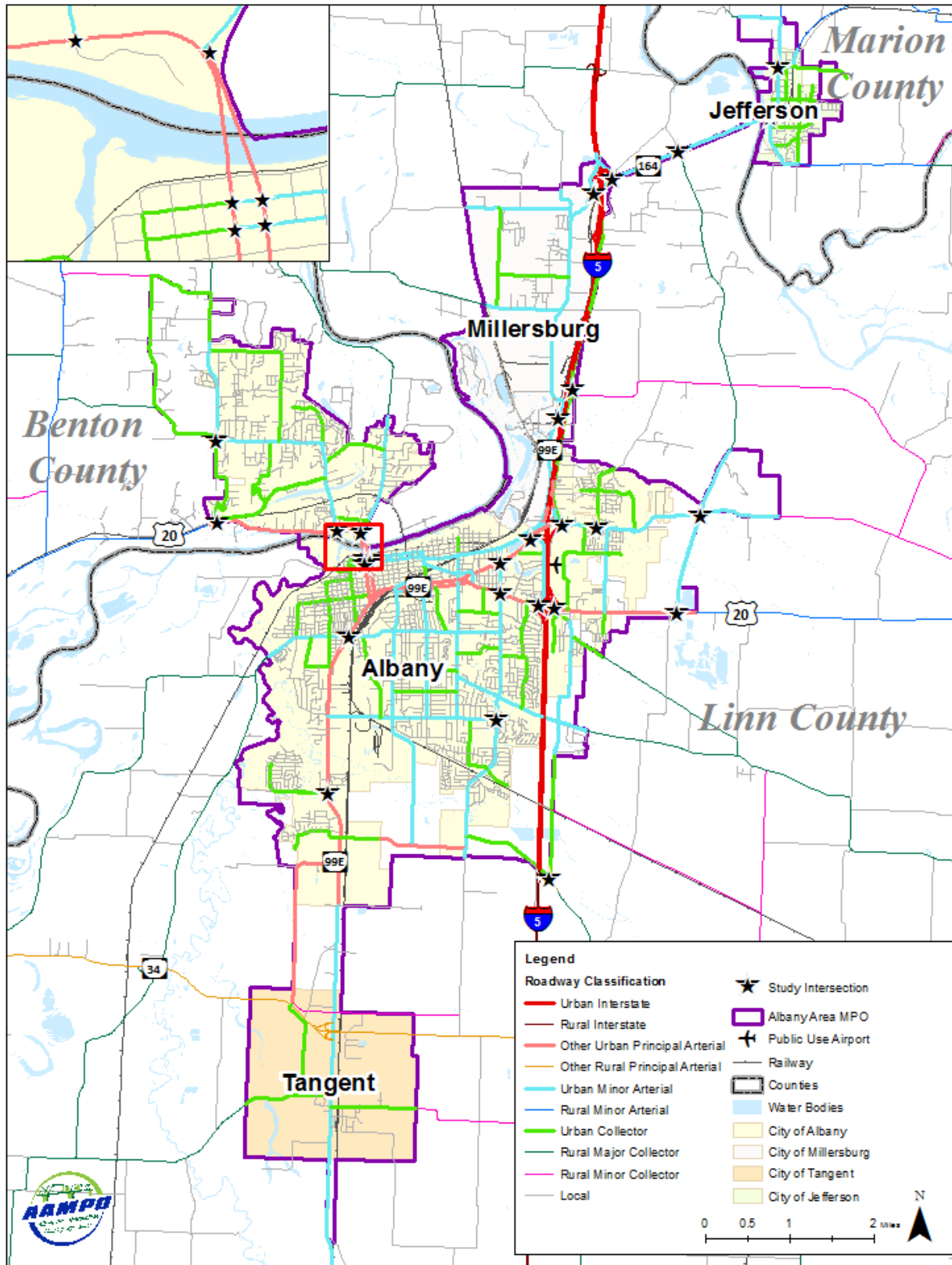
Speed limits for regional roadways in the MPO area range from 25 to 55 miles per hour (mph), with posted speeds typically decreasing to 25 to 45 mph within city limits and increasing to 55 mph between cities. Most AAMPO's regional roadways have two to three travel lanes, although portions of OR 99E and OR 34 have a cross section of five travel lanes¹². AAMPO area speed limits are illustrated in Figure 4-10.

There are 135 bridges, both roadway and railroad, identified in the 2014 National Bridge Inventory within the MPO area. According to the 2015 ODOT Bridge Condition Report, there is one 'posted' bridge in on Highway 164 as it crosses the Santiam River into Jefferson¹³. There are six functionally obsolete bridges: I-5 at the Viewcrest Interchange in Millersburg, I-5 at the Knox Butte Interchange in Albany, 99E at Waverly Lake in Albany, Highway 20 / 99E at the rail overpass in Albany, the Lyons Bridge over the Willamette River in Albany, and the Ellsworth Bridge over the Willamette River in Albany. The Ellsworth Bridge is also a freight 'pinch point' due to vertical clearance issues. A 'functionally obsolete' classification indicates that the bridge was built to standards that do not meet current federal minimum clearance requirements. 'Posted' bridges have insufficient load capacity for heavy vehicles.

¹² Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates, August 10 2015

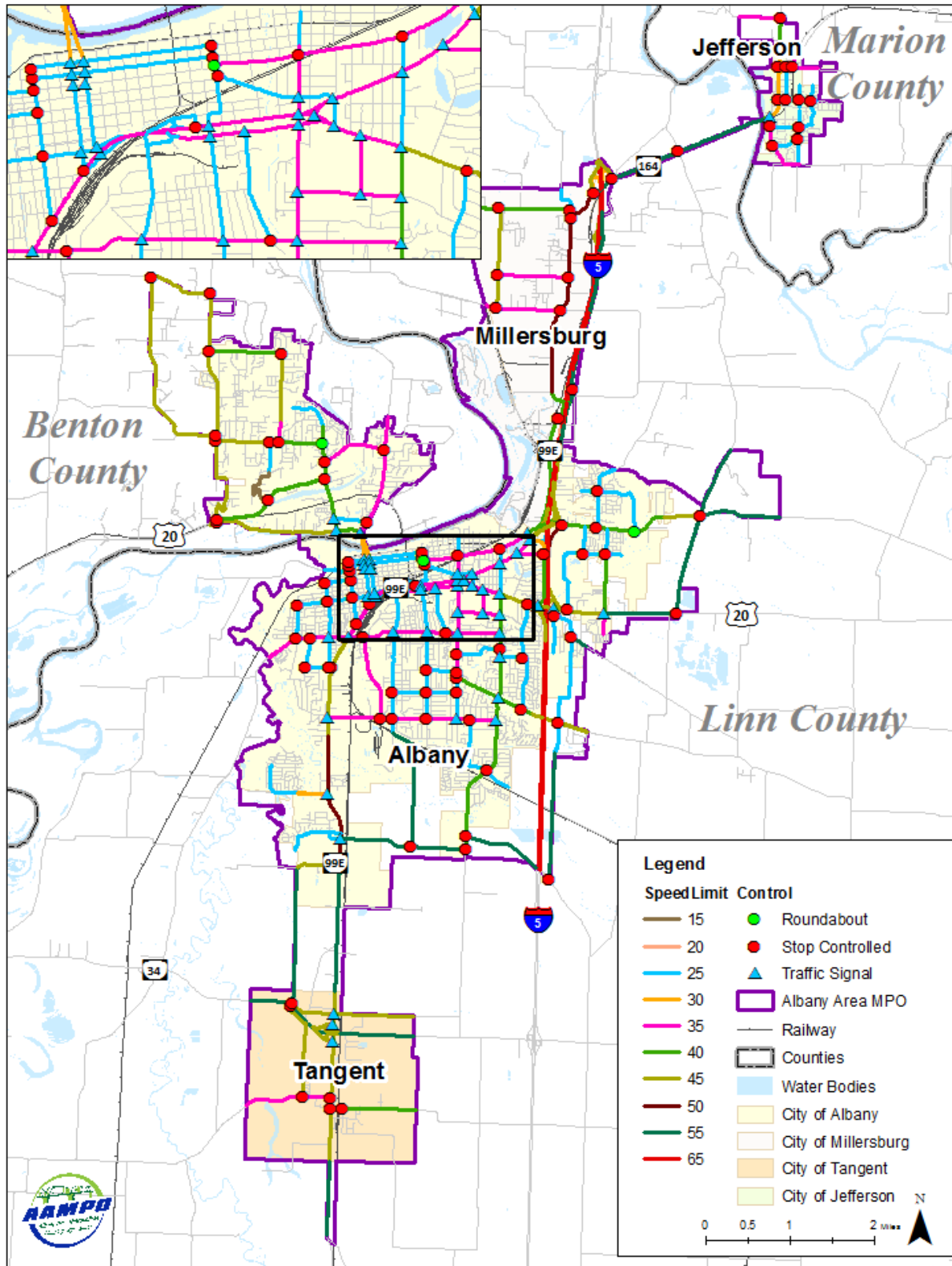
¹³ 2015 ODOT Bridge Condition Report, Oregon Department of Transportation, 2015

Figure 4-9: AAMPO Roadway Functional Classification



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Figure 4-10: AAMPO Study Intersection and Posted Speed Limits



Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Traffic Operations

The efficiency of traffic operations is traditionally judged by the mobility of vehicles along roadway corridors and at intersections. Level of service and v/c ratios are two commonly used performance measures that provide a gauge of intersection operations. Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. A v/c ratio is a decimal representation of the volume to capacity ratio of an intersection; a lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced.

Intersection turn movement counts for 15 study intersections were conducted during the p.m. peak period in May 2015. In addition, traffic operations results for 13 study intersections analyzed in the City of Albany Transportation System Plan¹⁴ were included to complete the regional analysis. These intersections are shown in Figure 3. Operations at these 28 key intersections were analyzed based on the 2000 Highway Capacity Manual¹⁵ for signalized intersections and 2010 Highway Capacity Manual for unsignalized intersections. Of the 28 study intersections, there are two unsignalized intersections under ODOT jurisdiction that currently do not meet OHP mobility targets—Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/US 20.¹⁶

Truck Freight

There are two designated state and federal freight routes within the AAMPO area: OR 34 and I-5. OR 99E and US 20 also play key role in moving freight both through and within the MPO area. Table 4-2 summarizes the most recent truck freight volumes based on data collected at permanent ODOT Automatic Traffic Recorder (ATR) stations.

Table 4-2: Existing Truck Volumes on Freight Routes within the AAMPO Area (2013)

Route	Automatic Traffic Recorder Location	2013 Average Daily Traffic ¹⁷	Truck ADT	Truck % ¹⁸
Interstate 5	0.41 mile north of Albany Junction City Highway	59,400	12,890	21.7%
Oregon 34	0.89 mile east of Riverside Drive	27,100	1,978	7.3%

¹⁴ *Albany Transportation System Plan*, Kittelson & Associates, Inc., February 2010. Traffic volumes collected in May and June of 2004.

¹⁵ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

¹⁶ Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates, August 10 2015

¹⁷ 2013 Traffic Volumes on State Highways, Oregon Department of Transportation, 2013.

¹⁸ Trends at Automatic Traffic Recorder Stations, Oregon Department of Transportation, 2013.

US 20/Oregon 99E	0.28 mile northeast of Albany-Corvallis Highway	35,500	1,456	4.1%
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Source: Albany Area Regional Transportation Plan Technical Memorandum #4: Existing Conditions, DKS Associates

Counts at 28 key intersection show between 0-16 percent of daily traffic going through the intersection to be heavy vehicles. Nine intersections had at least one approach with more than 5 percent of heavy vehicles. Intersections with the highest heavy-vehicle counts were:

- Century Drive/I-5 NB Ramps and Scrael Hill Road/US 20
- Century Drive/Knox Butte Road and Three Lakes Road/Seven Mile Lane
- South Jefferson I-5/OR 164 interchange
- Scrael Hill Road/OR 164
- Old Salem Road/I-5 SB Ramps
- Scrael Hill Road/Knox Butte Road.

Six freight ‘pinch points’ have been identified within the AAMPO area¹⁹. Pinch points restrict over-dimension freight loads due to width, length, vertical clearance or weight constraints and can include low overpasses, narrow roadways, sharp curves, weight-restricted bridges and other feature. The Ellsworth Bridge on Highway 20 was identified as a high priority due to being the only vertical clearance pinch point on a Reduction Review Route (RRR). Oregon law states that freight routes identified as RRRs must not see permanent reductions in vehicle carrying capacity unless for safety of access considerations. The remaining five pinch points were identified as low priority and are located along I-5 at the following overpasses: Viewcrest Drive, US20, Grand Prairie, Seven Mile Lane, and Tangent Drive.

Rail Freight

There are currently three railroads serving the AAMPO area: Union Pacific (UP), Portland & Western (PNWR), and Albany & Eastern (AERC). Collectively, these rail lines have up to 46 freight trains moving through the MPO each day, including switching trains. The railroad companies serve local industries transporting commodities such as lumber, seed, feed, fertilizer, and frozen food. There are seven grade separated crossing, 33 gated crossings, 20 stop controlled crossings, and six yield controlled crossings in the AAMPO area.

Railroads run through all cities in the AAMPO area, and at grade rail crossings create safety, travel time, and connectivity issues throughout the MPO. Freight and passenger rail travels non-stop and at higher speeds through Tangent, Millersburg, and Jefferson. Rails service often slows in Albany before stopping at the Albany Station. At-grade crossings in Jefferson and Tangent bisect the communities and create unsafe routes to school for school-age children and regular delays for residents.

The City of Albany has numerous at-grade crossings which similarly bisect neighborhoods and commercial areas, creating delays and safety concerns. Primary among these is the Queen

¹⁹ Highway Over-dimension Load Pinch Points Study, Oregon Department of Transportation, 2015

Avenue crossing, adjacent to the Albany Rail Yard and Albany Station. This crossing has significant impacts to system reliability and safety, as switching movements create long delays for vehicles, pedestrians, and bicyclists traveling along Queen Avenue to OR99E or Oakville Road / Riverside Drive. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany, however limited distance between tracks where UP trains can meet and pass can result in long delays while passing trains await permissions to cross. Switching trains also cross Queen Avenue, creating long delays. Several pedestrian and bicycle fatalities have occurred at this location. A recent project attempted to alleviate delays by rehabilitating the Millersburg switching yard and adding a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard.

The City of Millersburg sees the least impact, as rail service primarily travels through and serves industrial and commercial areas before heading along OR 164 towards Jefferson. There are two above grade crossings in the Millersburg area which alleviate conflicts with other modes.

North Albany and Benton County see delays and safety concerns primarily at the at-grade crossing at Scenic Drive, directly adjacent to US 20 corridor. Slow-moving or stopped trains can create delays and safety concerns when vehicles back up onto US 20, waiting to turn onto Scenic Drive. While less frequent than at Queen Ave, this line also sees delays due to trains awaiting permission to travel eastward toward the Albany and Millersburg stations.

Air Travel

The AAMPO area's one general aviation airport, Albany Municipal Airport, is owned and operated by the City of Albany²⁰. The airport consists of 147 acres with a single 3,004 foot runway constrained between Knox Butte Road and US 20, alongside I-5²¹. The runway constraints inhibit passenger air travel. The airport is estimated to house 51 home-based aircraft including 43 single engine, seven multi-engine, and one jet. The airport currently sees 23,300 departures and arrivals annually²². An Airport Master Plan defines the needs and direction of future development at the airport.

The Eugene Airport (Mahlon Sweet Field), located 40 miles south of the AAMPO area, helps to serve regional air travel needs. The airport is operated by the City of Eugene and is categorized as a general aviation 'Non-Hub, Commercial Service, Primary Airport'. Four passenger carriers serve the airport, providing 28 arrivals and 27 departures a day to 10 U.S. cities. The airport supports cargo freight, military aircraft, and other general aviation uses²³.

²⁰ Federal Aviation Administration Airport Master Record Form 5010-1, Federal Aviation Administration, June 25, 2015.

²¹ Albany Municipal Airport: Airport Master Plan Report 2000-2020, City of Albany, 2002.

²² Albany Municipal Airport: Airport Master Plan Report 2000-2020, City of Albany, 2002.

²³ *Eugene Airport Master Plan Update*, Mead & Hunt, February 2010. (<https://www.eugene-or.gov/1060/Master-Plan-Update>) Accessed March 3, 2016.

Waterways

Two rivers run through the AAMPO area. The Willamette River runs through Albany and Millersburg and the Santiam River runs through Jefferson. The Willamette River is considered navigable but is not currently used for transporting goods or people and is restricted in height and width due to stationary highway and railroad bridge crossings.

Pipelines

Williams Northwest Pipeline owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas, International Paper Company-Albany, and Oremet-Wah Chang, who in turn distribute their product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline running along I-5 through Millersburg and Albany that carries petroleum products²⁴.

²⁴ *National Pipeline Mapping System Public Map Viewer*, Pipeline and Hazardous Materials Safety Administration. 2012

Chapter 5: Environmental Considerations

Environmental considerations are a requirement of federal legislation (MAP-21) that requires discussion of existing environmental features, comparison of proposed transportation projects to identify potential conflicts, and identification of potential mitigations as needed. This chapter includes the discussion of existing environmental features, and Chapter 9 includes discussion of project screening. Additional details can be found in *Technical Memorandum #6 Environmental Analysis*.

Fish, Wildlife and Habitat

Threatened and Endangered Species

Under federal law, the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973 (Public Law 93-205, 16 United States Code ([USC] § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous fish species. In addition to information about listed species, the USFWS Oregon Field Office maintains a list of Species of Concern.

Once a species is listed as a threatened or endangered (T&E) species, it is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise “taking” a species. A species is listed as one of two categories, endangered or threatened, depending on its status and the degree of threat it faces. An “endangered species” is one that is in danger of extinction throughout all or a significant portion of its range. A “threatened species” is one that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range. In some instances, the listing of a species can be avoided by the development of Candidate Conservation Agreements that may remove threats facing the candidate species. “Species of Concern” is an informal term under the federal listing that is not specifically defined in the federal ESA. The term commonly refers to species that are declining or appear to be in need of conservation.

Under state law (Oregon Revised Statutes 496.171 to 496.192) the Fish and Wildlife Commission, through the Oregon Department of Fish and Wildlife (ODFW), maintains the list of native wildlife species in Oregon that have been determined to be either threatened or endangered according to criteria set forth by rule (Oregon Administrative Rule [OAR] 635-100-0105). Plant listings are handled through the Oregon Department of Agriculture. Most invertebrate listings are conducted through the Oregon Natural Heritage Program.

Under Oregon’s Sensitive Species Rule (OAR 635-100-040), a “sensitive” species classification was created that focuses fish and wildlife management and research activities on species that need conservation attention. “Sensitive” refers to naturally reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats. Implementation of appropriate conservation measures to address the threats may prevent them from declining to the point of qualifying for threatened or endangered status.

Sensitive species are assigned one of two subcategories. “Critical” sensitive species are imperiled with extirpation from a specific geographical area of the state because of small population sizes, habitat loss or degradation, and/or immediate threats. Critical sensitive species may decline to the point of qualifying for threatened or endangered status if conservation actions are not taken. “Vulnerable” sensitive species are facing one or more threats to their populations and/or habitats. Although not currently imperiled with extirpation from a specific geographical area of the state, vulnerable species could, however, become so with continued or increased threats to populations and/or habitats.

The Oregon Biodiversity Information Center database search (ORBIC 2015) documents the federally listed and state listed T&E species within two miles of the Albany Area MPO. The ORBIC database search is summarized in Table 5-1. Because ORBIC considers locality data to be sensitive and confidential and the concern about possible misuse and misinterpretation, such data is subject to limited distribution. Technical Memo #x Name includes figures with general locations of the species identified in Table 5-1.

In the study area there is one federally listed endangered species, Willamette Valley daisy, three federally-listed threatened species, Steelhead, Chinook Salmon and Oregon chub, and one federally listed as potentially threatened, the Streaked horn lark. There are two state-listed endangered species: the Peacock larkspur and Willamette Valley Daisy. There are also both state and federal species listed as sensitive or species of concern.

Table 5-1: ORBIC Database Search Results

Scientific Name	Common Name	Category	Federal Status	State Status	Notes
<i>Driloleirus macelfreshi</i>	Oregon giant earthworm	Invertebrate Animal	SOC		-
<i>Delphinium oreganum</i>	Willamette Valley larkspur	Vascular Plant	SOC	C	-
<i>Delphinium pavonaceum</i>	Peacock larkspur	Vascular Plant	SOC	LE	-
<i>Erigeron decumbens</i>	Willamette Valley daisy	Vascular Plant	LE	LE	-
<i>Lathyrus holochlorus</i>	Thin-leaved peavine	Vascular Plant	SOC	-	-
<i>Montia howellii</i>	Howell's montia	Vascular Plant		C	-
<i>Sidalcea campestris</i>	Meadow checker-mallow	Vascular Plant		C	-
<i>Actinemys marmorata</i>	Western pond turtle	Vertebrate Animal	SOC	SC	-
<i>Chrysemys picta</i>	Painted turtle	Vertebrate Animal		SC	-
<i>Eremophila alpestris strigata</i>	Streaked horned lark	Vertebrate Animal	PT	SC	-

Scientific Name	Common Name	Category	Federal Status	State Status	Notes
<i>Haliaeetus leucocephalus</i>	Bald eagle	Vertebrate Animal	-	SV	Breeding Sites in Tangent
<i>Oncorhynchus mykiss pop. 33</i>	Steelhead (Upper Willamette River ESU, winter run)	Vertebrate Animal	LT	SV	Spawning and Rearing; Rearing and Migration
<i>Oncorhynchus tshawytscha pop. 23</i>	Chinook salmon (Upper Willamette River ESU, spring run)	Vertebrate Animal	LT	SC	Spawning and Rearing; Rearing and Migration
<i>Oregonichthys crameri</i>	Oregon chub	Vertebrate Animal	LT	SC	Year round fish
<i>Rana pretiosa</i>	Oregon spotted frog	Vertebrate Animal	C	SC	-

Acronyms: SOC = Species of Concern; PT= Proposed Threatened; LE = Listed Endangered; LT = Listed Threatened; SV = Sensitive-Vulnerable; SC = Sensitive-Critical; C Candidate for Listing as Threatened or

Habitat

Most of the Willamette Valley’s native habitats including native prairies, savannahs, upland forest and woodland have been replaced by croplands and urban development (City of Albany, 1980). Vegetation within urban areas likely includes non-native trees and shrubs such as ornamental plantings and mowed grasses. Wildlife presence within urban landscapes depends on the availability of suitable habitat. Habitat loss, along with increasing habitat fragmentation, is a primary reason for species decline in urban environments. Overall, the Albany area consists of approximately 69 percent urban development, 19 percent agriculture, with the remaining area including various types of forests, shrubland and wetlands. According to the Albany Comprehensive Plan, there are isolated stands of native Oregon Oaks and a mixture of deciduous and evergreen trees on the hillsides of North Albany and Knox Butte.

The following description is taken from the ODFW’s Oregon Conservation Strategy (OCS) description for the Willamette Valley Ecoregion (ODFW 2006).

“Culturally, the Willamette Valley is a land of contrasts. Bustling urban areas are nestled within productive farmland. With Interstate 5 running its length, the Willamette Valley’s economy is shaped by the transportation system and the flow of goods. With nine of the ten largest cities in Oregon, the Willamette Valley is the most urban ecoregion in Oregon. It also is the fastest-growing ecoregion. Pressure on valley ecosystems from population growth, land-use conversion, and pollution is likely to increase.

Since the 1850’s, much of the Willamette Valley ecoregion has been altered by development (agricultural or urban), particularly affecting oak woodlands, oak savanna, grassland, riverine, and wetland habitats. The Willamette River has been disconnected from its floodplain, and much of the historic habitats have been fragmented. About 96 percent of the Willamette Valley ecoregion is privately owned, presenting challenges to conservation management”.

The OCS is conceptual framework for long-term conservation of Oregon’s native fish, wildlife, invertebrates, and plants. The OCS emphasizes proactively conserving declining species and

habitats to reduce the possibility of future federal or state listings. It is not a regulatory document, but instead presents issues and opportunities, and recommends voluntary actions that will improve the efficiency and effectiveness of conservation in Oregon. Strategy habitats in the Willamette Valley include oak woodland and savannah, riparian areas, grasslands (including Willamette Prairie), and wetlands. Table 5-2 identifies habitat areas and associated OCS species.

Table 5-2: Oregon Conservation Strategy (OCS) Species and Associated Habitats

Habitat	OCS
Oak Woodland/ Savannah	Acorn woodpecker (<i>Melanerpes formicivorus</i>)
	California myotis (bat (<i>Myotis californicus</i>))
	Chipping sparrow (<i>Spizella passerina</i>)
	Common nighthawk (<i>Chordeiles minor</i>)
	Hoary bat (<i>Lasiurus cinereus</i>)
	Nelson's sidalcea (<i>Sidalcea nelsoniana</i>) ^a
	Pallid bat (<i>Antrozous pallidus</i>)
	Slender-billed (white-breasted) nuthatch (<i>Sitta carolinensis aculeata</i>)
	Wayside aster (<i>Aster vialis</i>)
	Western gray squirrel (<i>Sciurus griseus</i>)
White rock larkspur (<i>Delphinium leucophaeum</i>) ^a	
Riparian	American grass bug (<i>Acetropis americana</i>)
	Foothill yellow-legged frog (<i>Rana boylei</i>)
	Little willow flycatcher (<i>Empidonax traillii brewsteri</i>)
	Western blue bird (<i>Sialia mexicana</i>)
	Western purple martin (<i>Progne subis</i>)
	Yellow-breasted chat (<i>Icteria virens</i>)
Native Prairie	Bradshaw's desert parsley (<i>Lomatium bradshawii</i>)
	Fender's blue butterfly (<i>Icaricia icarioides fenderi</i>) ^a
	Golden paintbrush (<i>Castilleja levisecta</i>)
	Grasshopper sparrow (<i>Ammodramus savannarum</i>)
	Kincaid's lupine (<i>Lupinus sulphureus ssp. kincaidii</i>)
	Oregon vesper sparrow (<i>Pooecetes gramineus affinis</i>)
	Peacock larkspur (<i>Delphinium pavonaceum</i>)
	Streaked horned lark (<i>Eremophila alpestris strigata</i>) ^a
	Taylor's checkerspot (<i>Euphydryas editha taylori</i>)
	Western meadowlark (<i>Sturnella neglecta</i>)
	White-topped aster (<i>Aster curtus</i>) ^a

Habitat	OCS
	Willamette daisy (<i>Erigeron decumbens</i> var. <i>decumbens</i>)
Wetlands	Dusky Canada goose (<i>Branta canadensis occidentalis</i>)
	Howellia (<i>Howellia aquatilis</i>)
	Northern red-legged frog (<i>Rana pretiosa</i>)
	Short-eared owl (<i>Asio flammeus</i>)
	Western painted turtle (<i>Chrysemys picta belli</i>) ^a
	Willamette floater (freshwater mussel) (<i>Anodonta wahlametensis</i>)

^a Documented to occur within the last 25 years.

Conservation Opportunity Areas (COAs) were developed for the OCS to help identify priority areas for conservation actions that directly benefit wildlife and habitats. Generally, these are either areas of high biodiversity or areas with unique habitat values in which conservation actions would best meet the needs of OCS species and habitats. The study area includes the following COAs: the Willamette, Calapooia, and Santiam River Floodplains. These rivers are also Critical Habitat for Chinook salmon and Steelhead trout. There is also designated critical habitat for the Oregon Chub at ponds designated as the “Santiam I-5 Side Channels” along the Santiam River near Jefferson.

The three major rivers in the Albany MPO (Willamette, Calapooia, and Santiam) along with their tributaries provide linear habitat networks for fish and wildlife. ODFW, under the Oregon Wildlife Movement Strategy and in partnership with other government agencies, identified wildlife linkages in Oregon. Such linkages are key movement areas for wildlife, emphasizing areas that cross paved roads. The wildlife linkages were based on the following criteria:

1. Whether the area falls within a COA
2. Whether the area falls within federal, state/county, or private ownership
3. Whether the area contains multiple species’ linkages
4. Whether the area is designated by ODOT as a wildlife collision hotspot
5. Whether the area has a medium or high threat value
6. Whether the area has a medium or high species value

The wildlife linkages were identified for a specific focal species population, which included large game mammals, small- to medium-sized mammals, amphibians, and reptiles (ODFW, 2006). There are only two Wildlife linkages in the study area, both are low-priority. One is for small mammals along the Corvallis-Lebanon Highway at the northwest edge of Tangent, and the other is for large mammals along OR-99E in the southeast corner of Albany as shown on Figure 4.

Wetlands, Floodplains and Water Resources

Wetlands

The Willamette Valley contains considerable acreage of wetlands, from high value/functioning wetlands to farmed wetlands that typically provide lower ecological function. Table 5-3 shows wetland and waterway acreages within the study area, including acreage of high value wetlands. It should be noted that farmed wetlands typically do not show up in Wetland Inventories or similar GIS mapping sources and therefore the acreage of wetlands may be higher than noted in Table 5-3. Supplemental hydric soils information can be used to identify the potential for wetlands to occur in these areas.

Existing, readily available geographic information system (GIS) data was used to document the quantity and type of wetlands and waterways within the study area. The primary source of wetland GIS data was the Oregon Wetland Coverage (OWC) shapefile from the Oregon Wetlands Geodatabase, which provides the most comprehensive dataset available for the location and composition of the state's wetlands. The OWC includes a dataset for National Wetlands Inventory mapping. In addition, wetlands of high value were identified. Specifically, high-value wetlands were considered to be wetlands that met any of the following criteria:

- Provide critical habitat for endangered species
- Are located in a protected area (for example, city park, USFWS Refuge, and so forth)
- Are locally significant wetlands (as determined by local planning code Local Wetland Inventory designations)
- Are wetlands that occur within areas designated as “wetland priority sites”
- Are area mapped as wetland mitigation banks and areas enrolled in the Wetland Reserve Program (WRP).

Table 5-3: Wetlands and Related Resources within Albany Area MPO (approximate acreage)

Type	Approximate Acreage
Wetlands	2,270
High Value Wetlands	1,195
Hydric Soils	6,924

Floodplains

Acting through the local planning agencies, the Federal Emergency Management Agency (FEMA) regulates development within Regulated Floodways and Special Flood Hazard Areas (SFHA). A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. SFHA are defined as the areas that will be inundated by the flood event having a 1 percent chance of being

equaled or exceeded in any given year. The one-percent annual chance flood is also referred to as the base flood or 100-year flood. There are several large rivers and smaller tributaries and streams that are susceptible to flooding events in the Albany Area MPO. The flooding of these waterways may threaten life and safety and can cause significant property damage. FEMA-designated SFHA in the study area are displayed in Figure 7 and include the Willamette, Calapoia, and Santiam rivers and Oak Creek.

Water Quality and Stormwater Management

Stormwater runoff is water that originates from precipitation and then flows across the land as “runoff” rather than infiltrating into the ground. Stormwater management is important because the volume and timing of runoff can disrupt the hydrologic cycle of receiving waterways and contribute to flooding, cause erosion, and transport pollutants, thus impacting the water quality of receiving water bodies. Runoff from impervious surfaces, particularly roads, picks up and conveys pollutants such as heavy metals and petroleum products into streams. Water that flows over impervious surfaces and into streams without treatment negatively impacts stream health and wildlife habitat which along with removal of shade vegetation can alter the water temperature for priority aquatic species such as salmon.

A variety of techniques exist which can be used to manage stormwater and control erosion and sediment loss on new development sites. Stormwater runoff can be collected and conveyed through a highly varied drainage system composed of sheet flow, roadside ditches, curbs and gutters, inlets, and pipes that all drain to surface streams. Stormwater can be managed through maintenance of stormwater conveyance systems, through erosion control programs, spill response, intergovernmental partnerships, regulations and enforcement, and public education.

Every two years, ODEQ is required to assess water quality and report to the U.S. Environmental Protection Agency (EPA) on the condition of Oregon's waters of the federal CWA Section 305(b) (requiring a report on the overall condition of Oregon's waters) and Section 303(d) (requiring identification of waters that do not meet water quality standards and need a Total Maximum Daily Load [TMDL]). TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet Oregon water quality standards. A waterbody may have TMDLs for multiple pollutants. TMDLs apply to both point (such as a pipe outfall) and non-point (stormwater runoff) sources, and include a factor of safety to account for uncertainty and allow for some future discharges into the water body.

The most recent report ODEQ completed and submitted to the EPA was in 2010. The Report includes an assessment of each water body where data is available, a list of waters identified under Section 303(d) as water quality limited and requiring a TMDL, and a delisting of waters previously identified as 303(d). The listings and de-listings were approved by the EPA on March 15, 2012. However, since the EPA proposed adding other waters to Oregon's 303(d) list, additional updates to the 303(d) list are anticipated. Waters may be added to the 303(d) list based on new data, application of new or revised water quality standards, or information showing water quality has declined. Waters may be removed from the 303(d) list when TMDLs or other control measures have been established that are expected to improve water quality, when data show water quality has improved, and in some cases when water quality standards are revised.

Geologic & Natural Hazards

The State of Oregon has published a draft Oregon Natural Hazards Mitigation Plan (ONHMP) (May 2015) which identifies natural hazards in the state. The ONHMP is divided into 8 regions. The Albany Area MPO is in Region 3 – the Mid/Southern Willamette Valley. According to the ONHMP, Region 3 is affected by eight of the 11 natural hazards that affect Oregon communities; Coastal hazards, dust storms, and tsunamis do not directly affect this region. The eight natural hazards according to the ONHMP are:

- **Droughts:** Though not as common in Region 3 as eastern areas of the state, a dry winter or spring could reduce community water supplies, affecting recreation, agriculture and the regional economy. As of July 2015, the Oregon Drought Council listed Linn, Benton and Marion counties as “Not Rated” for drought declaration.
- **Earthquakes:** There are four types of earthquakes that could affect Region 3—shallow crustal events, deep intra-plate events within the subducting Juan de Fuca plate, the offshore Cascadia Subduction Zone (CSZ) Fault, and earthquakes associated with renewed volcanic activity. The CSZ is the chief earthquake hazard for the Mid/Southern Willamette Valley and an earthquake could induce landslide, liquefaction, and ground shaking. During an earthquake, lifelines such as electric power and gas could be affected by prolonged ground shaking and roadways may be susceptible to landslide, rockfall, or liquefaction.
- **Floods:** Riverine and sheet flooding are the most common types of flooding events affecting the study area. The most damaging floods are typically in December and January, associated with La Niña events and are caused by rain or snow events and the backing up of tributaries that takes place.
- **Landslides:** Landslides tend to occur in areas with steeper slopes, weaker geology, and higher annual precipitation with rain-induced landslides occurring during winter months. Earthquakes may also trigger landslides. The study area is relatively flat therefore not as susceptible to landslides.
- **Volcanoes:** Volcanic activity may occur within the eastern areas of Lane, Linn, and Marion Counties that coincide with the crest of the Cascade mountain range outside the Albany Area MPO. Although most volcanic activity has local site impacts, ash fall can travel many miles.
- **Wildfires:** Wildfire risk is low to moderate and usually happens in the late summer. The areas of greatest vulnerability for wildfires are where undeveloped areas interface with urban areas.
- **Windstorms:** Windstorms can occur from winds traveling northeasterly from the Pacific Ocean. Additionally, strong winds from the south are also possible in this region and may cause the most damage. These storms generally impact buildings, utilities, tree-lined roads, transmission lines, residential parcels and transportation systems along open areas such as grasslands and farmland.
- **Winter Storms:** Winter storms typically affect the region annually with colder weather and higher precipitation. Severe winter storms occur about every four years.

Climate change can affect natural hazards. According to the ONHMP, hazards projected to be impacted by climate change in Region 3 include drought, wildfire, flooding and landslides. Additionally, the ONHMP stated:

“Climate models project warmer drier summers and a decline in mean summer precipitation for Oregon. Coupled with projected decreases in mountain snowpack due to warmer winter temperatures, all eight regions are expected to be affected by an increased incidence of drought and wildfire. In addition, an increase in extreme precipitation is projected for some areas in this region and can result in a greater risk of flooding in certain basins; including an increased incidence of magnitude and return interval. Landslides in Oregon are strongly correlated with rainfall, so increased rainfall—in particular in extreme events—will likely trigger increased landslides. While winter storms and windstorms affect Region 3, there is insufficient research available indicating any change in the incidence of either in Oregon due to changing climate conditions.”

Hazardous Materials

Activities involving hazardous materials have the potential to create and leave behind conditions that can be harmful to the environment and to people. Most of the land within the Albany Area MPO has been previously disturbed by urban and agricultural uses that may include undocumented spills, an accumulation of many years of roadway runoff, or use of chemical pesticides; therefore, undocumented hazardous materials may be present. Mercury vapor lamps and treated timbers are also likely in the Albany Area MPO and would require special handling if removal or replacement is needed.

In July 2015, federal and state databases were searched for identified hazardous waste sites and incidences in the study area. The following sites were identified:

- National Priority List (NPL)—List of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants. The following site in the Albany MPO Area is on the National Priority List:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany Oregon. Cleanup of the site
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) – Abandoned hazardous waste sites – “Superfund”: Three Superfund Sites are within the Albany MPO Area:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany OR. Cleanup of the site
 - Absorbent Technologies (EPA IS ORN001003165), 140 SW QUEEN AVENUE, Albany OR
 - Black Dog Slough Transformer Dump Site (EPA IDOR0002195691) Black Dog Road adjacent to Willamette River, Albany OR.

Air Quality

The Land Conservation and Development Commission (LCDC), in 2011, adopted rules (OAR 660 - 044-000) setting targets to guide long range planning for Oregon’s largest urban areas to reduce greenhouse gas pollution (GHG) from auto travel. In addition to reductions from technology and state and federal actions, the rules call for local planners to explore ways to reduce pollution from auto and light truck travel by 17 percent to 21 percent per person by the year 2035. Oregon's long term goal is to reduce the state’s global warming pollution to 75 percent below 1990 levels by 2040 (HB 3543). The rules set targets for Oregon's six largest metropolitan areas: Portland, Salem-Keizer, Corvallis, Eugene-Springfield, the Rogue Valley and Bend. In May 2015, DLCD completed a required review of the rules and agreed the rules should be updated to set pollution reduction targets for the year 2040. Currently, DLCD is working with other state agencies (ODOT, DEQ and Oregon Department of Energy) to gather the technical information needed for updating the rules. They will convene an advisory committee to advise the update, including looking at whether targets should be set for newly designated metropolitan areas including the Albany Area MPO.

The Transportation Planning Rule requires MPOs to “adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance.” The MPO can demonstrate that vehicle miles traveled per capita will decline by five percent over 20 years. Regional and local actions that reduce GHG emissions typically do so by reducing VMT per capita. For example, actions that reduce GHG emissions directly reduce air pollution, and most local and regional actions that reduce GHG also reduce VMT such as by shortening travel distances or shifting trips to other modes. Additional transportation related measure that reduces GHG and VMT may include:

- Expanding transit service;
- Compact, mixed use development;
- Expanding opportunities for walking and cycling;
- Managing parking more efficiently; and
- Expanding transportation options and incentives.

Scenic and Recreational Resources

Scenic and recreational resources include parks, trail corridors, and natural areas. The Willamette Scenic Bikeway, an Oregon State designated bikeway, is between Salem and just south of Coburg, near Eugene. Most of the other scenic and recreational resources in the study area are in Albany and along water resources.

Cultural Resources

The National Park Service establishes guidelines for listing resources in the National Register of Historic Places (NRHP). In order to be eligible for listing on the NRHP, a district, site, building,

structure, or object must be 50 years of age or older, significant or physically connected with an important part of the past and have "integrity," (includes location, design, setting, materials, workmanship, feeling, and association) or closely resemble its historic appearance.

Most of AAMPO's historic resources are clustered in Albany's downtown. The City of Albany has three historic districts: The Downtown Commercial District, Hackleman District, and Monteith District. According to the City of Albany's website, Albany was founded in 1848 and by 1878, downtown Albany boasted such business as grocers, dry-goods stores, a wagon dealer, cigar stores, butchers, livery stables, a tailor, a "shaving salon," shoe stores, a printer, saloons, hotels, an agricultural implement dealer, and a furniture dealer who doubled as an undertaker, in many of the buildings which still exist today. There likely are additional historical sites that have not been surveyed or identified. Additionally, the locations of known archaeological sites are not disclosed to prevent tampering or scavenging of sites and unknown archaeological sites could be present in the AAMPO.

Prime Farmland

The United States Department of Agriculture defines "prime farmland" as land that has the best combination of soil properties, growing season, and water supply needed for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. Prime farmland could be cropland, pastureland, rangeland, or forest land, but not developed urban land. Prime farmland, can produce sustained, high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Very specific technical criteria were established by Congress to identify prime farmland soils. The criteria include adequate natural moisture content; specific soil temperature range, low susceptibility to flooding, low risk to wind and water erosion, minimum permeability rates, and low rock fragment content. There is also unique farmland which is land other than prime farmland that is used for the production of specific high value food and fiber crops when treated and managed according to acceptable farming methods.

Farmlands of statewide importance is land that can be prime farmland when treated and managed according to acceptable farming methods and that may produce as high a yield as prime farmlands if conditions are favorable.

Oregon maintains a strong policy to protect farmland. The policy was adopted by the state legislature in 1973 (ORS 215.243). It calls for the "preservation of a maximum amount of the limited supply of agricultural land". Oregon's Statewide Planning Program protects agricultural land calls for counties and cities to:

- Inventory agricultural land
- Designate it in the comprehensive plan
- Adopt policies to preserve it
- Zone it Exclusive Farm Use (EFU)

EFU zoning limits development that could conflict with farming practices and keeps farmland from being divided into parcels too small for commercial agriculture. There is a statewide minimum lot size of 80 acres for farmland, unless counties can demonstrate through the

application of specific standards that a lower minimum is appropriate. Each year, a few thousand acres of agricultural land are either rezoned and made available for development in rural parts of the State or included within urban growth boundaries (UGBs) in urbanizing areas. Most of the Albany Area MPO is within UGBs and/or developed for urban use. However, approximately 4,200 acres of land are still used for agricultural uses, largely in areas outside of UGBs such as north and east of Albany and between Albany and Tangent.

Community Resources and Environmental Justice

Community resources such as hospitals, child care facilities, schools and parks were mapped in the study area. Most of the resources are concentrated in the downtown Albany area. The Community Services Consortium serves Linn, Benton and Lincoln Counties and is a state-designated community action agency that focuses on day-to-day survival such as food, housing and skills development for low-income populations.

According to American Community Survey and Census Data, for the overall average AAMPO study area, there is a slightly higher percentage of household below poverty than the state (study area 16 percent versus state 15 percent) and a 5 percent lower percentage of minority populations.

Table 5-4: Households Below Poverty and Minority Populations

	% of households below poverty level	% of minority
AAMPO	16%	17%
Benton Co	21%	16%
Linn Co	16%	13%
Marion Co	16%	31%
Oregon	15%	22%

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of February 11, 1994, requires agencies undertaking federal actions, projects using federal funds, or projects that require federal permits to identify low-income and minority populations; assess whether high and adverse human health or environmental impacts would result from the alternatives; and ensure participation of low-income and minority populations in the transportation decision making process. The Federal Highway Administration (FHWA) defines a disproportionately high and adverse impact on minority and low-income populations as one that:

- Is predominantly borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

EO 12898 states that agencies must consider whether human health effects, in terms of risks and rates, are significant or above accepted norms.

Additional underserved populations are the “transportation disadvantaged.” The “transportation disadvantaged” are those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. Projects receiving federal assistance must also evaluate impacts to these populations to comply with the Age Discrimination Act of 1975, Federal-Aid Highways Act, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990.

Chapter 6: Future Forecasting

This chapter presents traffic forecasts and summarizes the forecasting methodology. The forecasts were key to identifying future roadway deficiencies and for evaluating regional transportation improvements. Additional details regarding future forecasting are available in *Technical Memoranda #7 Future Forecasting*.

The following elements of the forecasting process are discussed here:

- **CALM (Corvallis, Albany and Lebanon Model) Regional Travel Demand Model**, which estimates both vehicular and non-vehicular traffic based on future growth and changing development patterns within the Albany MPO, surrounding communities (Corvallis and Lebanon), and future growth in traffic passing through the region (I-5, OR 99E, US 20, etc.).
- **Projected Land Use Changes** in the areas covered by the model.
- **Trip Generation, which** calculates the total number of trips produced, by trip purpose, in each zone based on household characteristics and trip rates.
- **Trip Distribution**, which distributes the produced trips to destination TAZ's.
- **Mode Choice**, which assigns person trips to specific modes of travel
- **University Model**, which describes how the model deals with university specific travel

The focus is the year 2040 “Baseline” (30th highest hour – generally representative of a p.m. peak hour from the peak travel month of the year, and average weekday p.m. peak hour) traffic under specific assumptions for transportation network and population growth (described further in the following sections).

CALM Travel Demand Model

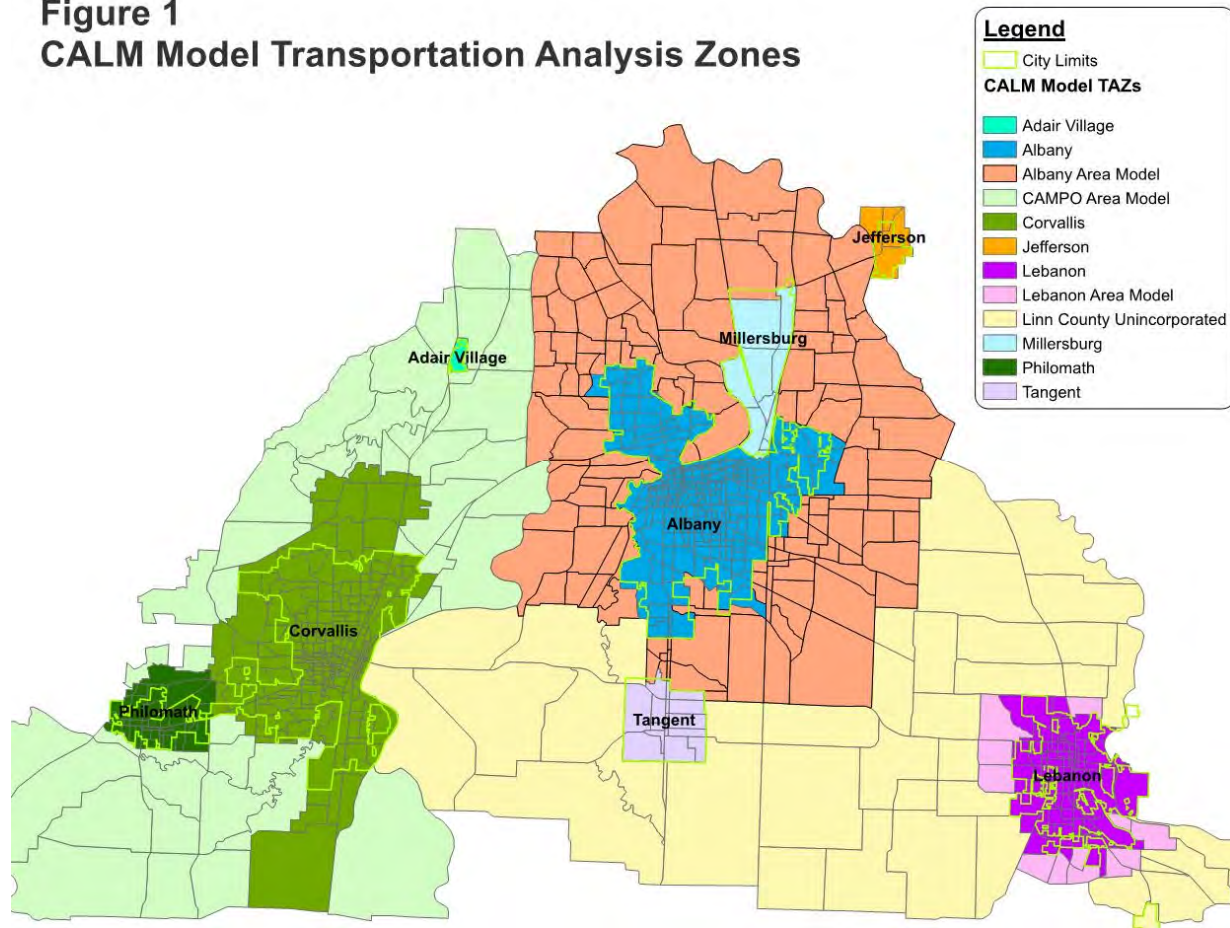
The Oregon Department of Transportation (ODOT) has recently developed and will maintain a travel demand model that estimates daily and p.m. peak hour demand for the existing year (2010) and future year (2040) transportation system. The travel demand model includes AAMPO and surrounding communities of Corvallis, Lebanon, and portions of unincorporated Linn and Benton Counties (refer to Figure 6-1²⁵). Previously, some of these areas were incorporated into three separate travel demand models. Combining these areas allows the CALM model to better capture regional influences in the surrounding communities. These models include two key structures that help estimate future traffic:

- **Transportation Analysis Zones (TAZs).** The model area is split into 930 internal regional TAZs (including 332 in AAMPO) and 23 external zones. Each internal TAZ represents a small subarea of the model with unique land use attributes that represent the number of households and the number and type of employees within the zone. These land use attributes determine the intensity and directionality of trips generated by the zone. The TAZ structure for the AAMPO area is shown in Figure 6-2.
- **Transportation Network.** The model includes a network of links that generally represents the major transportation system (typically collector roads and above) in the model area. Each link is coded with attributes (e.g., speed and capacity) that approximate the function of existing roadways (for the base year and future year) and programmed roadway improvements (committed funding identified) for the future year. Each TAZ is connected to links in the model at points that approximate where travelers are expected to enter the network.

²⁵ Taken Directly from Memorandum: CALM Input Data Development – Task 3.1 Process and Technical Procedures, prepared by DKS Associates, June 19, 2014

Figure 6-1: CALM Model Area

Figure 1
CALM Model Transportation Analysis Zones



Future Transportation Network

For the AAMPO area, there are no regionally significant transportation improvements included in the 2040 travel demand model. Also, the future transit system is consistent with the existing system. The purpose of this model is to create a “committed” system that represents the conditions and needs of the future system without undergoing any unfunded improvements.

Table 6-1 lists regionally significant projects either constructed or under construction since 2010 (the model base year). Table 6-2 lists regionally significant projects with committed funding sources scheduled for construction before the year 2040. These projects would be incorporated in future model runs to provide a sense for additional system needs.

Table 6-1: AAMPO Projects Constructed After 2010

Project Name	Location	Project Description	Project Source	In CALM?
Oak Street Reconstruction	Queen Ave to Pacific Hwy	Reconstruction of Oak Street from Queen Ave north to 9th Ave, and it's extension across 9th Ave to Pacific Hwy	City of Albany Staff	No
9th Ave/Oak St Signal	9th Ave/Oak St	Added traffic signal	City of Albany Staff	No
Pacific Hwy/Oak St Signal	Pacific Hwy/Oak St	Added traffic signal	City of Albany Staff	No
North Albany Road Reconstruction	RR tracks to Quarry	Project added sidewalks, a center two way left turn lane, and realigned West Thornton Lake Drive	City of Albany Staff	N/A*
Main St/Salem Ave/3rd Ave Improvements	Main St/Salem Ave/3rd Ave	Project added capacity to the intersection, filled in sidewalk gaps, added bike lanes, and made block of Main Street between 1st and 2nd one way in the NB direction	City of Albany Staff	N/A

*The added TWLTL has a capacity benefit

Table 6-2: AAMPO Committed Projects

Project Name	Location	Project Source	In CALM?
Columbus St Closure at Hwy 34	Columbus St/Hwy 34	Linn County Staff	No
34 th Ave/Marion St New Signal	34 th Ave/Marion St	City of Albany Staff	No
34 th Ave/Hill St New Signal	34 th Ave/Hill St	City of Albany Staff	No
Hill St Widening (add bike lanes)	Queen Ave to 34 th Ave	AAMPO 2018-2021 TIP List	N/A
Old Salem Road Truax Creek Bridge Replacement	Truax Creek Bridge	ODOT 2015-2018 STIP List	N/A
Seven Mile Ln/Hwy 34 New Signal	Seven Mile Ln/Hwy 34	Linn County CIP List	No
Corvallis to Albany Hwy 20 Multi-use Trail	Scenic Dr to Springhill Rd	ODOT 2015-2018 STIP List	N/A
OR99/53 rd Ave Signal Relocation	OR99/53 rd Ave	ODOT 2015-2018 STIP List	N/A
I-5 Widening (Preliminary Engineering)	Delaney Rd to Albany	AAMPO 2018-2021 TIP List	N/A
Springhill Drive Roadway Departure Countermeasures	Independence to US 20	AAMPO 2018-2021 TIP List	N/A
OR 34 Safety Improvements	I-5 to Corvallis	AAMPO 2018-2021 TIP List	N/A
Corvallis to Albany Hwy 20 Multi-use Trail (Complete NEPA and ROW purchase)	Scenic Dr to Springhill Rd	AAMPO 2018-2021 TIP List	N/A

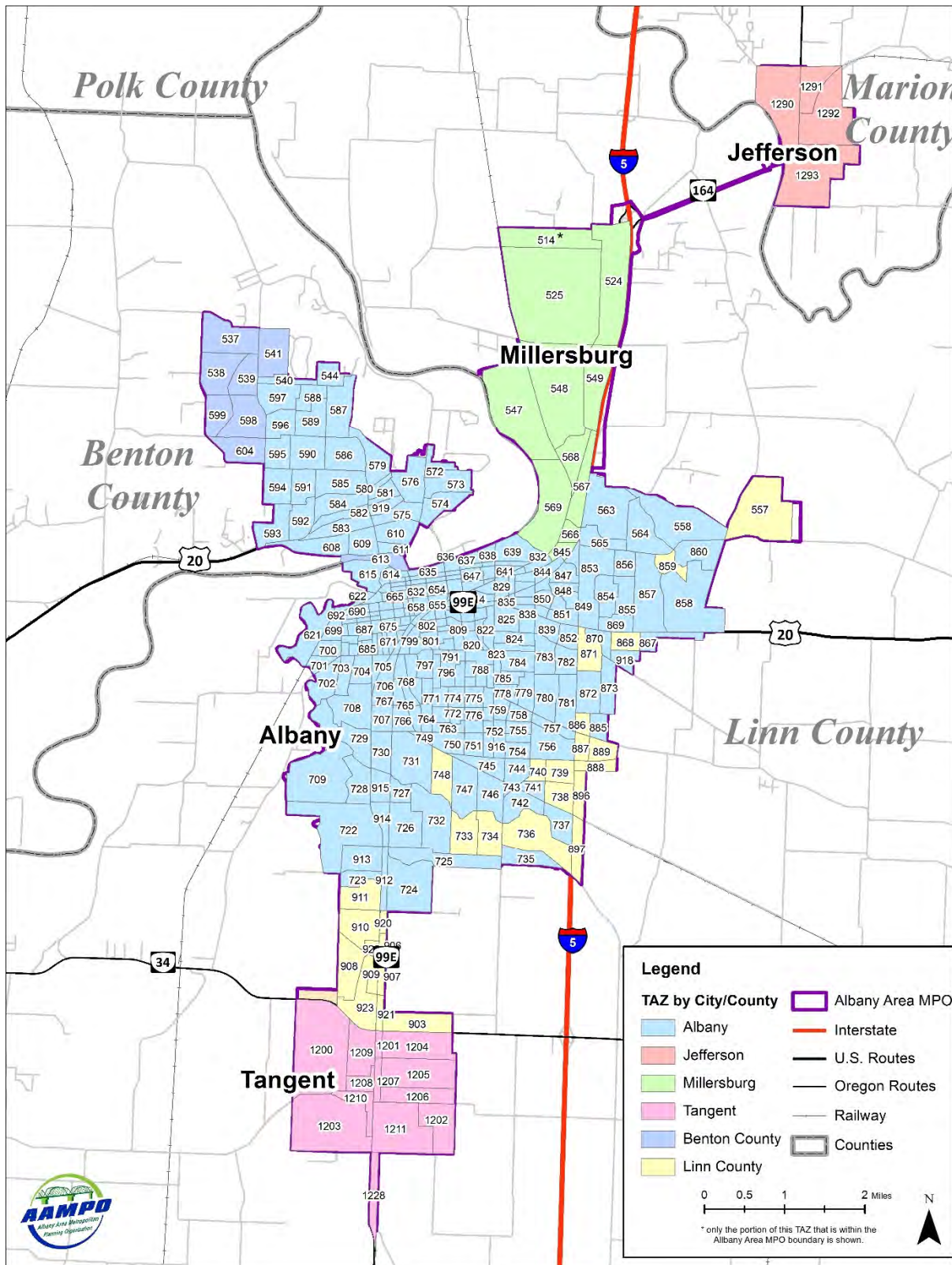
I-5 Widening and Knox Butte Rd Interchange Improvements (Preliminary Engineering)	South Jefferson to US 20 Interchange	AAMPO 2018-2021 TIP List	N/A
I-5 Resurfacing	North Jefferson to North Albany	AAMPO 2018-2021 TIP List	N/A
Hill St/Water Ave Railroad Crossing Improvement	Hill St/Water Ave	AAMPO 2018-2021 TIP List	N/A
Railroad Crossing Improvements	Albany to Eugene	AAMPO 2018-2021 TIP List	N/A
I-5 Resurfacing	North Albany to Halsey	AAMPO 2018-2021 TIP List	N/A
Ellsworth St (US 20) Bridge Improvement	Ellsworth St across Willamette River	AAMPO 2018-2021 TIP List	N/A
US 20 and OR 99E Signal Timing Improvements	Various locations in Albany	AAMPO 2018-2021 TIP List	N/A
US 20 Improvements	Geary St o Waverly St	AAMPO 2018-2021 TIP List	N/A
OR 99E/Airport Rd Intersection Improvements	OR 99E/Airport Rd	AAMPO 2018-2021 TIP List	No
US 20/Knox Butte Rd Intersection Improvements	US 20/Knox Butte Rd	AAMPO 2018-2021 TIP List	N/A
24 th Ave Improvements ¹	Hill St to Geary St	AAMPO 2018-2021 TIP List	N/A
Salem Ave Improvements ¹	Geary St to East Albany city limits	AAMPO 2018-2021 TIP List	N/A
Queen Ave Improvements ¹	Geary St to OR 99E	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd Preservation and Safety	-	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd: Truax Creek Bridge Replacement	Truax Creek Bridge	AAMPO 2018-2021 TIP List	N/A
Old Salem Rd Sidewalk Connectivity	Milepost 0.18 – Milepost 0.86	AAMPO 2018-2021 TIP List	N/A
Cascades West COG Transportation Options	Albany and Corvallis MPO Boundaries	AAMPO 2018-2021 TIP List	N/A
Springhill Dr Overlay ¹	Hickory Street to Independence Highway	AAMPO 2018-2021 TIP List	N/A

¹ This project includes pavement preservation. It should be noted that pavement preservation projects are not included in the Financially Constrained Project List or Aspirational Project List.

Other types of projects that may have been identified and planned (non-capacity improvements such as minor signing and striping changes, multimodal improvements, or planned capacity improvements that are not currently funded) are not included in the current model.²⁶ Such improvements may be included in transportation alternatives that are analyzed at a later stage of the RTP process.

²⁶ Non-capacity improvements such as signing and striping are typically not reflected in travel demand models. Table 1 and Table 2 note constructed and committed projects that would not be included in the travel demand model as “N/A”

Figure 6-2: CALM Model TAZ Structure within AAMPO



Projected Land Use Changes

Land use is a crucial factor in forecasting future transportation demand. The amount of land that is to be developed, the type and scale (housing units or number of employees) of the land uses, and how the land uses are arranged within the model area have a direct impact on the future system.

Projected land uses were developed for the model area with the general development patterns based on the Comprehensive Plan designations for the Cities of Albany, Jefferson, Millersburg and Tangent. The overall growth in land uses was applied to individual TAZs with detailed input and review from staff at agencies within the region²⁷. These population and employment assumptions form the basis for the two travel demand models used in forecasting:

- **Base Year (2010):** The base year model represents calibrated conditions for year 2010.
- **Future Year (2040):** The anticipated 2040 land uses and growth within and outside the model area.

Growth within AAMPO

The CALM model generally uses household and employment information as a basis for estimating future transportation activity. Different types of employment are associated with different types of origin-destination intensities and patterns in the p.m. peak hour. For example, TAZs with large employment numbers may generate a heavy outbound travel movement, sending trips toward TAZs with more households. Conversely, TAZs with numerous retail employees may attract trips in the p.m. peak hour.

Table 6-3 summarizes how households and employment are assumed to change between the 2010 base year and 2040. *Note: The summary provided in Table 6-3 is based on boundaries approximated by the TAZ boundaries (Figure 6-2) and may not exactly match current and future city limits.*

As listed in Table 6-3, the population and number of households within the entire AAMPO area is projected to increase by approximately 30 percent and 40 percent, respectively, from 2010 to 2040.²⁸ Albany, Millersburg²⁹ and Tangent each follow a similar trend and are projected to increase around 20 to 30 percent, while Jefferson would increase about 70 percent. Other unincorporated areas of Benton and Linn Counties will increase by 50 percent or more.

²⁷ Memorandum: CALM Input Data Development – Task 3.1 Process and Technical Procedures, prepared by DKS Associates, June 19, 2014.

²⁸ The households increase at a higher rate in population due to an overall decrease in average household size.

²⁹ This takes into account the mill closure.

Overall, employment is projected to increase by approximately 45 percent. Individually, Albany, Jefferson and Linn County employment will follow this general increase. However, Millersburg is projected to increase approximately 90 percent, while Tangent is projected to increase approximately 65 percent. The employment within unincorporated Benton County will be relatively unchanged.

The model also includes enrollment data for primary schools and vehicular trip data for colleges. Education enrollment for primary schools will increase by roughly 30 percent within the AAMPO area. College trips are also expected to increase by roughly 30 percent (about 1,600 trips) within the AAMPO area.

Table 6-3: CALM Model Land Use Changes, 2010 - 2040³⁰

Land Use Metric / Location	Year 2010	Year 2040	% Increase
Population (AAMPO Area)	57,770	74,331	29%
Albany	49,949	61,669	24%
Jefferson	3,168	5,276	67%
Millersburg	1,339	1,658	24%
Tangent	1,118	1,419	27%
Benton County (other unincorporated)	856	1,317	54%
Linn County (other unincorporated)	1,310	2,962	126%
Households (AAMPO Area)	22,408	31,215	39%
Albany	19,664	25,761	31%
Jefferson	1,085	2,180	101%
Millersburg	508	751	48%
Tangent	387	532	37%
Benton County (other unincorporated)	303	530	75%
Linn County (other unincorporated)	461	1461	217%
Total Employment (AAMPO Area)	23,164	33,950	47%
Albany	18,230	26,062	43%
Jefferson	424	581	37%
Millersburg	2,085	3,927	88%
Tangent	479	787	64%
Benton County (other unincorporated)	21	22	5%
Linn County (other unincorporated)	1925	2571	34%

Source: CALM Travel Demand Model

³⁰ PSU land use control totals for 2040 are still being developed and were not available at the time of the CALM development.

Note: The summary provided is based on boundaries approximated by the TAZ boundaries (Figure 6-2) and may not exactly match current and future city limits.

The following maps summarize the change in land use between 2010 and 2040. Figure 6-3 shows the increase in total households for each zone. Significant residential growth areas in the region include the south end of Jefferson, east of I-5 and north of US 20 in Albany, and the south end of Albany.

Figure 6-4 shows the increase in total employment for each zone. Significant employment growth areas include south Millersburg, south Albany and Albany north of the Willamette River.

Figure 6-5 shows growth in educational enrollment for primary schools and growth in college trips by zone. Significant educational growth areas include north Jefferson, LBCC and Albany east of I-5 and north of US 20.

Figure 6-3: CALM Model Household Growth by TAZ

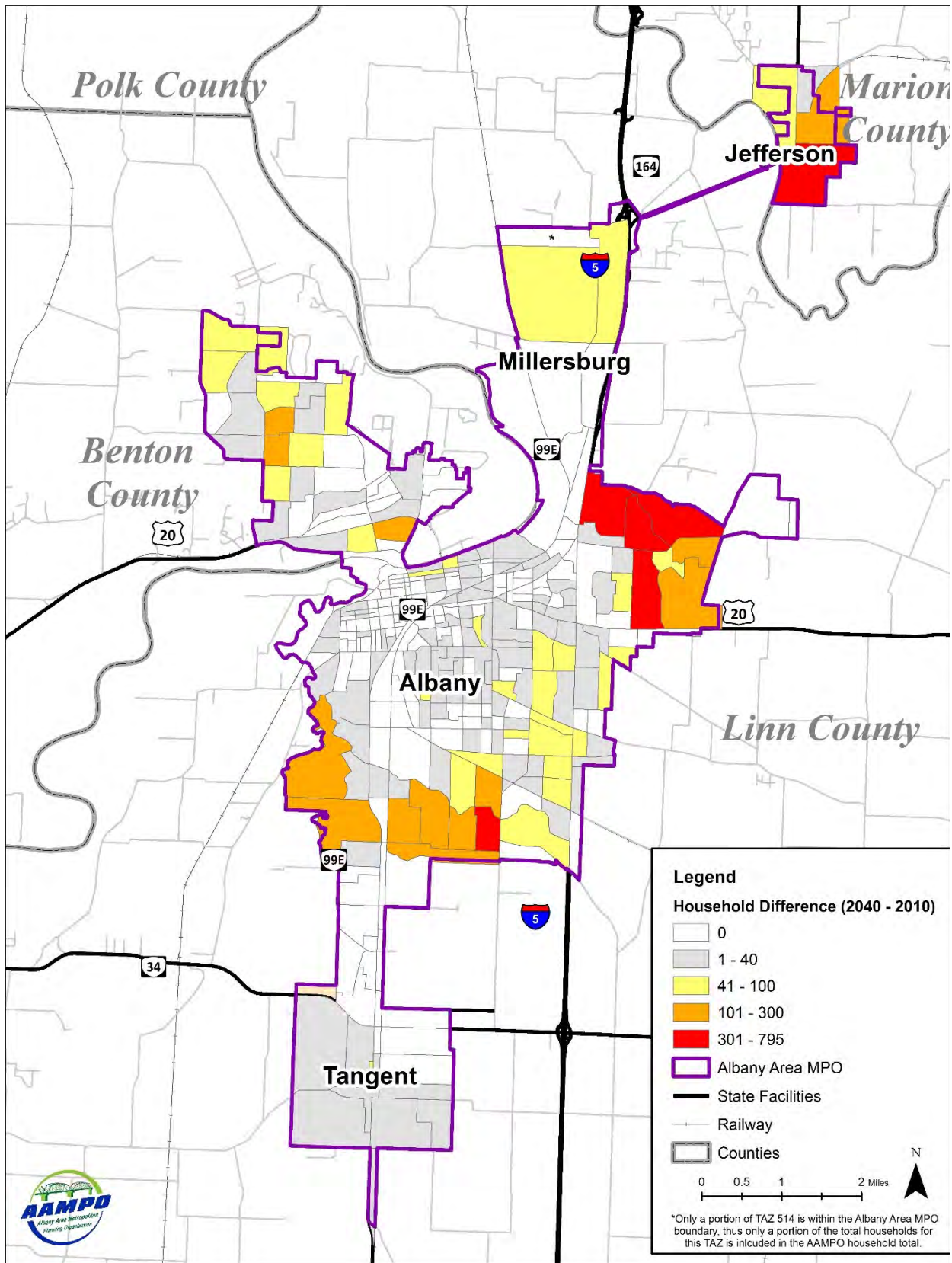


Figure 6-4: CALM Model Employment Growth by TAZ

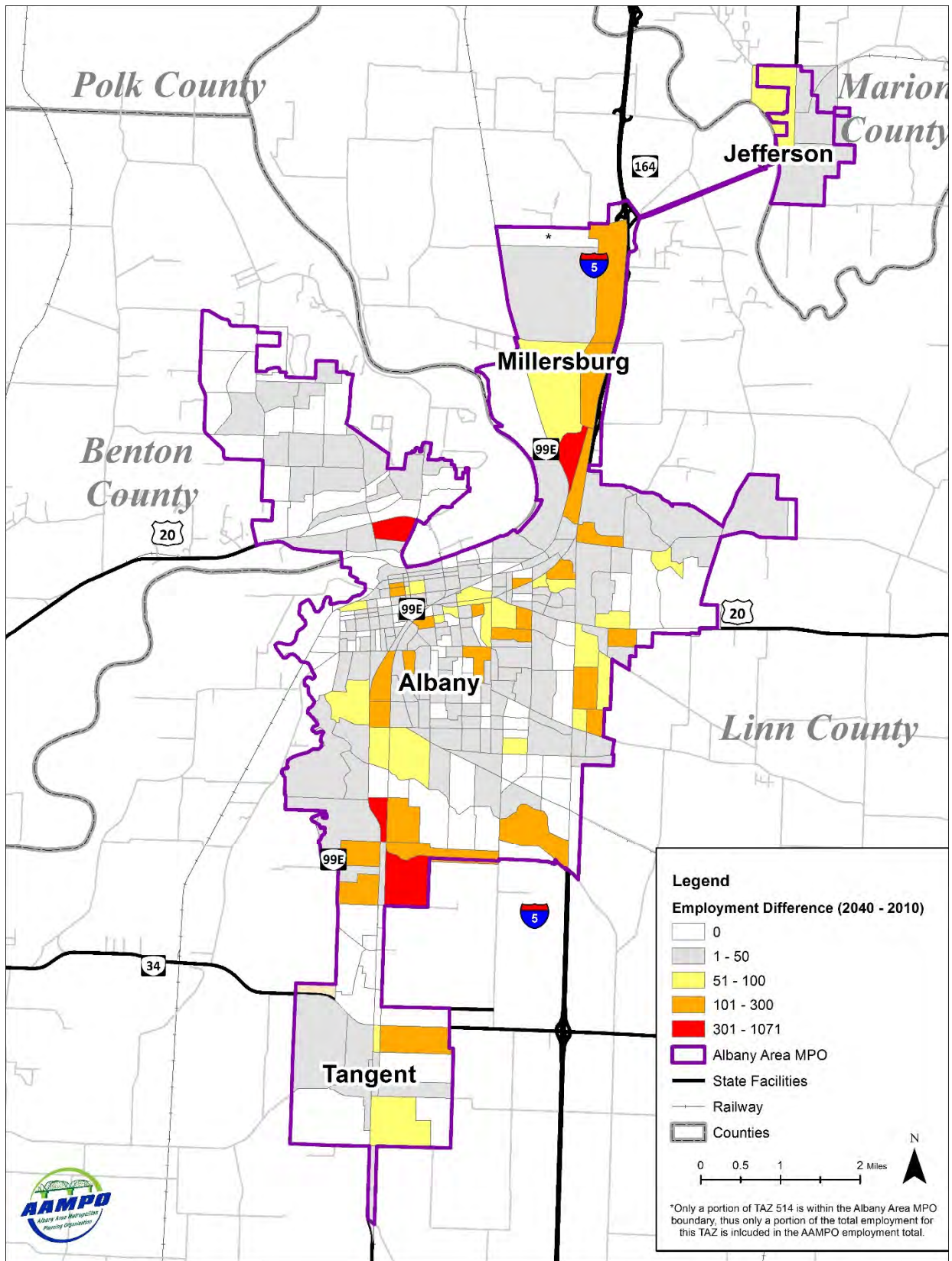
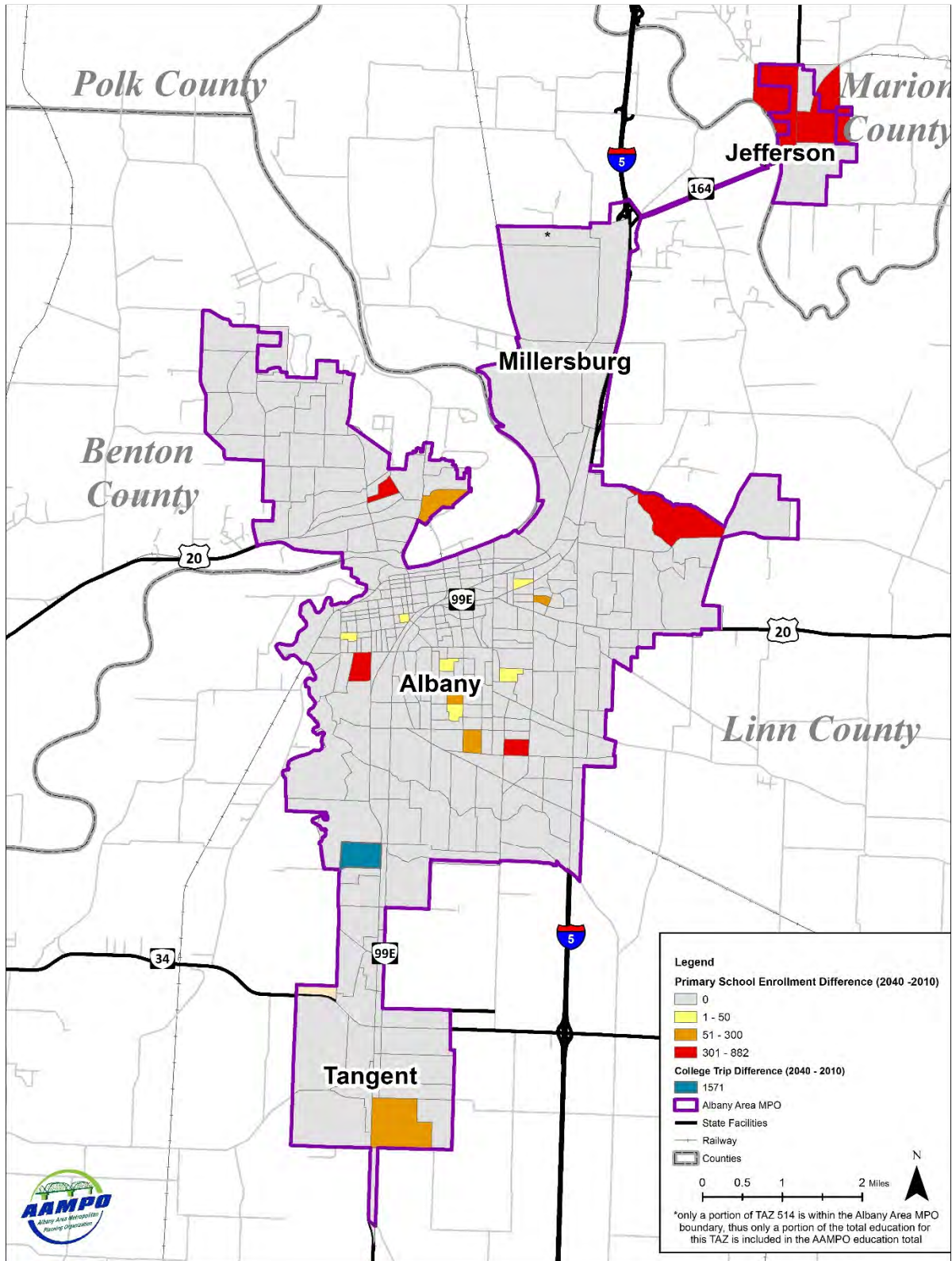


Figure 6-5: CALM Model Education Enrollment Growth by TAZ



Trip Generation

The model’s trip generation process calculates the total number of productions (person trips) per TAZ using household attributes such as size, income, and number of workers. The trips are separated into different types (home-to-work, home-to-school, etc.) The ODOT trip generation process includes detailed trip characteristics for various types of housing, employment, and special activities. The model’s process is tailored to variations in travel characteristics and activities in the region, including estimation of the likelihood for trip potential to be achieved for a particular land area.

The increase in the number of households and employees in the model area increases the overall number of trips generated. Table 6-4 summarizes the total p.m. peak hour motor vehicle trip ends for general community areas³¹ within AAMPO for year 2010 and year 2040. The number of vehicle trips is expected to grow by approximately 30 percent between 2010 and 2040 if the land develops according to the modeled land use assumptions. This is generally consistent with the projected population increase, but is slightly lower than the projected number of households and employment increases – indicating a future reduction in the average rate of motor vehicle trip-making. Individually, Albany and Tangent areas are both projected to increase in this regard by approximately 25 percent, while Jefferson and Millersburg are projected to increase by approximately 60 percent. This significant difference in growth is due to the larger relative increase in population and employment for these areas³².

Table 6-4: Vehicle Trip Generation (PM Peak Hour)

	2010 Trips	2040 Trips	% Increase
Land Use within AAMPO)			
Albany*	15,517	19,624	26%
Jefferson*	690	1,129	64%
Millersburg*	487	768	58%
Tangent*	387	479	24%
Total	17,081	22,000	29%

Source: CALM Travel Demand Model

Note: * These locations are not limited to the city limits and include surrounding unincorporated areas within the MPO to provide location context and consistency with the regional trip distribution information.

³¹ These locations are not limited to the city limits and include surrounding unincorporated areas within the MPO to provide location context and consistency with the regional trip distribution information.

³² Table 1 indicates that Jefferson is projected to have a higher relative population growth while Millersburg would experience a higher relative employment growth.

Trip Distribution

The trip distribution step estimates trips between origins and destinations. TAZ zone pairs based on a wide variety of trip choice factors including travel time, travel cost, and trip purpose. The model uses these factors to decide on the destination for each trip produced (started) in the TAZ. For example, home-based shopping trips produced near a downtown shopping area will choose the downtown shopping area destination over a similar shopping area in a different town due to shorter travel times and lower travel cost. The trip distribution step creates tables organized by trip type (home-to-work, home-to-school, etc.) that show the travel patterns between the TAZs in the region.

Although the model distributes all person trips, vehicle trip distribution is the most relevant for future traffic forecasting. Thus, the distribution summaries and tables in this section summarize the vehicle trip distributions. The following section (titled “Mode Choice”) describes how the model converts person trips into vehicle trips.

In projecting future traffic volumes, it is important to consider potential changes in regional travel patterns. Although the locations and amount of traffic generation in the AAMPO area are essentially a function of future land use in the four cities, the distribution of trips is also influenced by expected congestion on roadways and regional growth (outside the MPO).

The demand for traveling to areas within AAMPO was summarized to determine regional patterns among key areas. Figures 6-6 and 6-7 show the trip distribution within the AAMPO area and to/from all directions. The highest non-MPO regional distribution occurs to the west (including Corvallis) and indicates approximately 13 percent of MPO trips travel to/from the west in 2010. In year 2040, the directional split is more pronounced, with relatively more traffic entering the MPO and relatively less traffic leaving the MPO to the west during the p.m. peak hour.

Figure 6-6: CALM Model Vehicle Trip Distribution - Regional Travel Patterns (2010 PM Peak Hour)

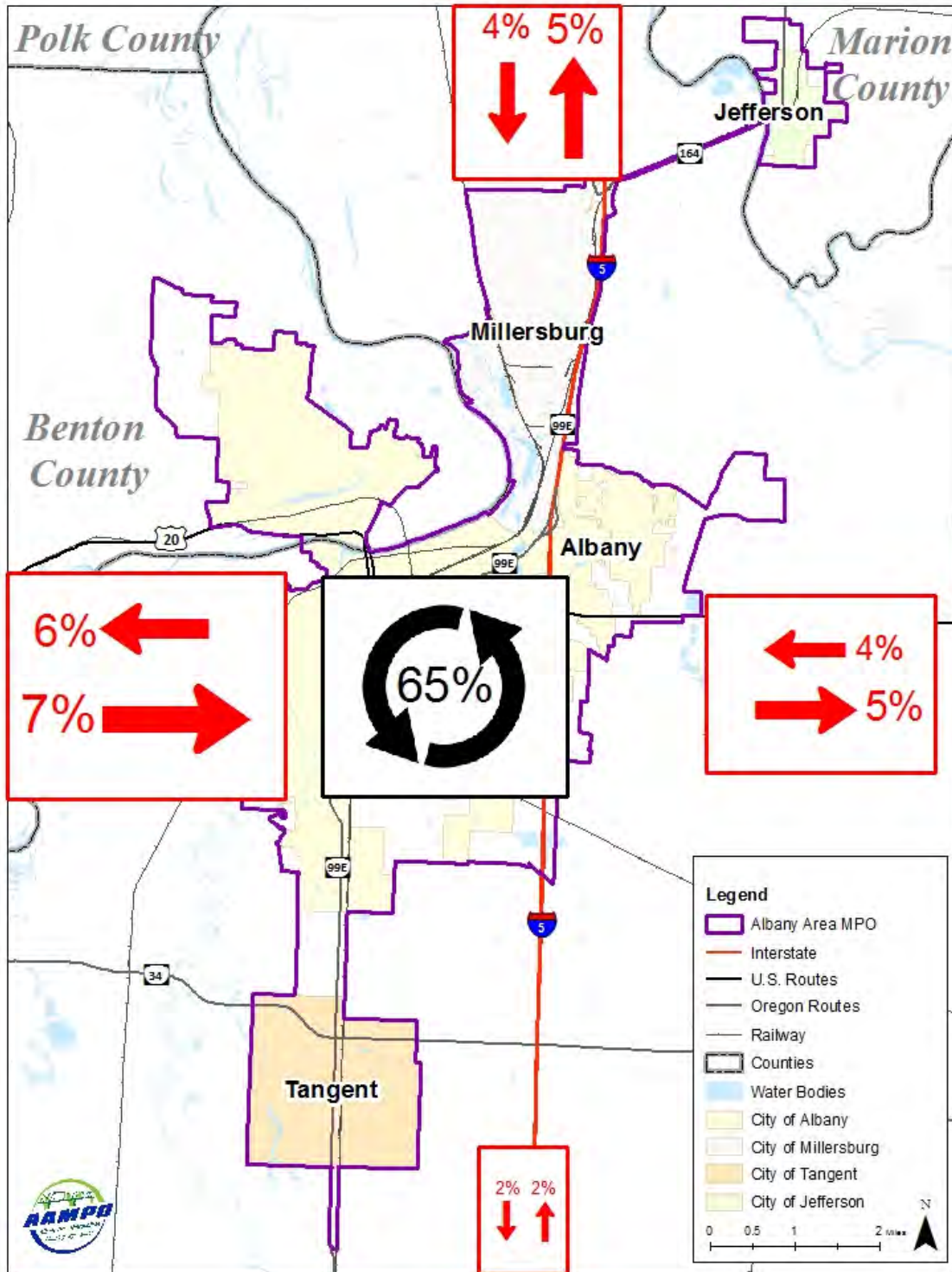


Figure 6-7: CALM Model Vehicle Trip Distribution - Regional Travel Patterns (2040 PM Peak Hour)

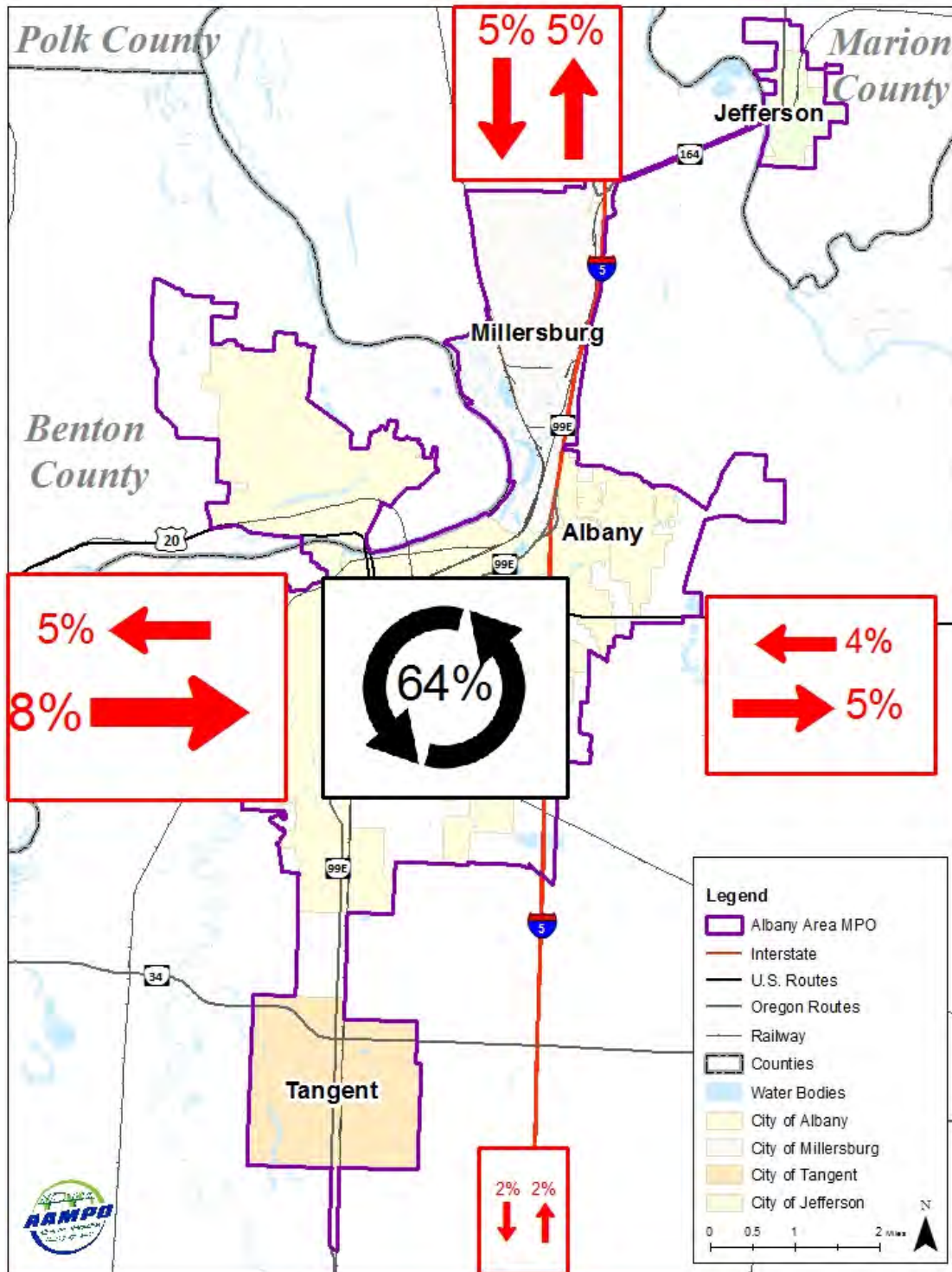


Table 6-5 lists the existing (year 2010) trip distribution between and within each area of the region. This table is based on both origin and destination trips within each particular area and lists the percentage of trips to/from each particular region. Additional details (demand and further breakdown for smaller areas) are attached. The existing trip distribution indicates the following regional travel patterns (which are demonstrated in additional detail in appendix Table A-1):

- Approximately 30 percent of all Jefferson trips stay within Jefferson, about 10 percent travel to Albany, Millersburg or Tangent and 20 percent travel outside of the MPO.
- Approximately 10 percent of Tangent trips remain in Tangent, while 25 percent travel to Albany, Millersburg or Jefferson and 20 percent to areas outside of the AAMPO area.
- Approximately 5 percent of Millersburg trips remain in Millersburg while 35 percent travel to Albany, Jefferson or Tangent. About 20 percent of trips beginning in Jefferson travel to areas outside of the AAMPO area.
- Approximately 65 percent of Albany trips remain in Albany, while only 2 percent of Albany trips travel to Millersburg, Tangent or Jefferson and 15 percent of trips from Albany travel to areas outside the MPO

Table 6-5: CALM Model Vehicle Trip Distribution within the AAMPO Area (2010 PM Peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	28%	11%	6%	64%
To Other Cities in MPO	10%	24%	35%	2%
From Other Cities in MPO	19%	20%	19%	3%
To Non-MPO	21%	22%	19%	15%
From Non MPO	22%	22%	20%	16%

Source: CALM Travel Demand Model

Table 6-6 summarizes regional trip distribution for year 2040 p.m. peak hour. Distribution is similar to 2010, with most regional distribution pairs remaining relatively unchanged (changing by two percent or less).

Table 6-6: CALM Model Vehicle Trip Distribution within the AAMPO area (2040 PM peak hour)

	Jefferson	Tangent	Millersburg	Albany
Internal	29%	12%	6%	62%
To Other Cities in MPO	9%	25%	37%	3%
From Other Cities in MPO	19%	20%	18%	3%
To Non-MPO	20%	20%	18%	15%
From Non MPO	23%	23%	21%	17%

Source: CALM Travel Demand Model

Mode Choice

The potential modes of travel in the CALM model include driving alone, driving with a passenger, using a park and ride, using walk-access transit, biking, and walking. The attractiveness of each mode for each trip is calculated based on the following factors:

- Travel Time (in-vehicle, wait, transit access, etc.)
- Cost (parking, fare, auto operating, etc.)
- Other travel mode characteristics (reliability, safety, comfort, etc.)
- Person/Household characteristics (income, auto ownership, age, etc.)
- Trip purpose characteristics (shopping, number of stops, etc.)

These mode choice factors are assigned various levels of attraction based on feedback from local surveys and other sources of data applicable to the region. The trips between zones developed in Trip Distribution are split between the different travel modes based on the calculated attractiveness of each mode for each trip pair. The mode choice model creates mode specific trip tables showing travel between the TAZ zone pairs.

University Travel Model

The CALM model includes a special university model to account for the travel impacts of Oregon State University (OSU) on the region. This model accounts for university-related travel patterns such as residential clustering, mode use, time-of-day, and parking supply. The model also allows multi-stop trips by simulating travel patterns by person. From an AAMPO perspective, the university component of the CALM model provides a higher level of detail to the modeled regional interaction between Albany and Corvallis.

Post Processing and Model Application to AAMPO

The year 2010 and year 2040 model and assignments were prepared and provided by ODOT. Limited additional minor network refinements were applied during the forecasting process to add detail to account for local connectivity and circulation patterns, particularly in the vicinity of study intersections. Adding the new network detail helps refine local circulation within the AAMPO area without affecting routing in the overall regional model. Modifications include:

- Shifted the connector from TAZ 1293 (south Jefferson) from the intersection of OR 164/Main Street to S Main Street/High Street
- Added the north leg of Main Street to the OR 164/Main Street intersection. Added connector from TAZ 1290 (west Jefferson) to the Main Street north leg.
- Shifted connector from TAZ 755 (in southeast Albany) from 34th Avenue/Waverly Drive intersection to 34th Avenue/Ermine Street intersection
- Shifted connector from TAZ 727 (in south Albany) from 53rd Avenue/OR99E intersection to College Park Drive/OR99E intersection

PM peak hour model volumes were extracted from the model for both the base year (2010) and forecast year (2040) scenarios. A “post processing” technique following NCHRP 255 Methodology³³ was utilized to refine model travel forecasts to the volume forecasts presented in Table 6-7 and

Table 6-8. Post processing is the application of manual adjustments to existing count data and model projections³⁴ to minimize potential model error and bias.

³³ Highway Traffic Data for Urbanized Area Project Planning and Design - National Cooperative Highway Research Program Report 255, Transportation Research Board, Washington D.C., 1982.

³⁴ See the Existing Conditions project memo for more information on existing year (2014) traffic counts and the seasonal adjustment done to create peak seasonal and average annual volume sets.

Table 6-7: 2040 30 Highest Hour Peak Hour Traffic Forecasts for Study Intersections

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
OR 164	North Avenue	0	305	230	45	370	0	0	0	0	170	0	45
Main Street	OR 164	205	90	155	5	95	20	15	430	340	250	305	5
Scravel Hill Road	OR 164	25	10	115	15	5	0	0	675	45	105	420	20
I-5 NB Ramps	OR 164	0	5	5	520	5	10	80	205	0	0	375	70
I-5 SB Ramps	OR 164	0	0	0	75	0	95	20	230	0	0	155	230
Century Drive	I-5 NB Ramps	245	225	0	0	185	0	30	0	105	0	0	0
Old Salem Road	I-5 SB Ramps	0	540	25	185	430	0	0	0	0	35	0	10
Scravel Hill Road	Knox Butte Road	15	80	20	15	50	60	45	135	15	5	135	15
Clover Ridge Road	Knox Butte Road	0	0	0	60	0	195	380	630	0	0	385	60
I-5 NB Ramps/Century Drive	Knox Butte Road	70	25	165	185	0	190	175	1005	0	0	620	90
OR 99E	Airport Road/Albany Avenue	120	1280	170	190	1070	220	305	205	120	150	240	70
Waverly Drive	OR 99E	140	115	255	35	180	20	5	1270	150	265	1050	25
Waverly Drive	US 20 (Santiam Highway)	190	310	505	150	375	55	80	1125	130	320	750	75
Airport Road/I-5 SB Ramps	US 20 (Santiam Highway)	80	110	85	165	150	240	75	1450	125	140	910	135

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Fescue Street/I-5 NB Ramps	US 20 (Santiam Highway)	380	135	95	75	70	180	400	905	530	65	705	160
Scravel Hill Road	US 20 (Santiam Highway)	0	0	0	0	0	80	125	580	0	0	480	5
Three Lakes Road	Seven Mile Lane	0	0	0	40	0	30	30	140	0	0	160	60
Waverly Drive	34th Avenue	125	710	0	0	665	200	220	0	175	0	0	0
OR 99E	53rd Avenue	80	1115	0	0	1025	175	115	0	55	0	0	0
OR 99E	Queen Avenue	15	1145	150	210	1045	245	360	220	50	205	180	210
Lyons Street (US 20)	2nd Avenue	0	1305	75	0	0	0	250	755	0	0	0	0
Lyons Street (US 20)	1st Avenue	140	1410	0	0	0	0	0	0	0	0	175	600
Ellsworth Street (US 20)	1st Avenue	0	0	0	0	1820	255	0	0	0	75	215	0
Ellsworth Street (US 20)	2nd Avenue	0	0	0	590	1285	0	0	435	130	0	0	0
Springhill Drive	US 20 (Albany-Corvallis Hwy)	0	1510	610	70	1690	0	0	0	0	465	0	35
North Albany Road	US 20 (Albany-Corvallis Hwy)	5	5	5	450	5	50	110	1120	5	5	875	475
Scenic Drive	US 20 (Albany-Corvallis Hwy)	0	0	5	25	0	70	145	1520	0	0	935	60
Scenic Drive	Gibson Hill Road	0	65	80	315	60	0	0	0	0	25	0	160

Table 6-8: 2040 Average Weekday PM Peak Hour Traffic Forecasts for Study Intersections

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
OR 164	North Avenue	0	290	215	40	350	0	5	5	0	160	5	40
Main Street	OR 164	190	85	145	5	90	20	15	405	320	235	290	5
Scravel Hill Road	OR 164	25	10	110	15	5	0	5	635	40	100	395	20
I-5 NB Ramps	OR 164	5	5	5	490	5	10	75	195	5	5	355	65
I-5 SB Ramps	OR 164	0	0	0	70	0	90	20	215	0	0	145	215
Century Drive	I-5 NB Ramps	215	195	0	0	160	0	25	0	90	0	0	0
Old Salem Road	I-5 SB Ramps	0	510	25	175	405	0	0	0	0	35	0	10
Scravel Hill Road	Knox Butte Road	15	75	20	15	45	55	45	125	15	5	130	20
Clover Ridge Road	Knox Butte Road	0	0	0	55	0	185	360	595	0	0	365	55
I-5 NB Ramps/Century Drive	Knox Butte Road	60	25	145	165	0	170	155	885	0	0	545	80
OR 99E	Airport Road/Albany Avenue	115	1210	160	180	1010	210	290	195	110	140	225	65
Waverly Drive	OR 99E	135	110	240	35	170	20	5	1200	140	250	995	25
Waverly Drive	US 20 (Santiam Highway)	190	310	505	150	375	45	65	930	130	320	620	75
Airport Road/I-5 SB Ramps	US 20 (Santiam Highway)	80	110	85	165	150	195	65	1200	125	140	755	135
Fescue Street/I-5 NB Ramps	US 20 (Santiam Highway)	380	135	95	75	70	145	335	750	530	65	585	160

		Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Scravel Hill Road	US 20 (Santiam Highway)	0	0	0	5	0	65	105	480	0	0	395	5
Three Lakes Road	Seven Mile Lane	0	0	0	40	0	30	30	135	0	0	150	55
Waverly Drive	34th Avenue	120	675	0	0	630	190	220	0	175	0	0	0
OR 99E	53rd Avenue	75	1055	0	0	970	165	115	0	55	0	0	0
OR 99E	Queen Avenue	15	1085	140	200	990	230	360	220	50	205	180	210
Lyons Street (US 20)	2nd Avenue	0	1080	60	0	0	0	250	755	0	0	0	0
Lyons Street (US 20)	1st Avenue	140	1165	0	0	0	0	0	0	0	0	175	600
Ellsworth Street (US 20)	1st Avenue	0	0	0	0	1505	255	0	0	0	75	215	0
Ellsworth Street (US 20)	2nd Avenue	0	0	0	490	1065	0	0	435	130	0	0	0
Springhill Drive	US 20 (Albany-Corvallis Hwy)	0	1250	505	60	1400	0	0	0	0	465	0	35
North Albany Road	US 20 (Albany-Corvallis Hwy)	5	5	5	450	5	50	90	925	5	5	725	390
Scenic Drive	US 20 (Albany-Corvallis Hwy)	5	0	5	20	0	55	120	1255	5	5	775	55
Scenic Drive	Gibson Hill Road	0	60	75	295	55	0	0	0	0	30	0	150

Chapter 7: Future Transportation Needs

Findings from the existing condition analyses, travel demand modeling and stakeholder input helped to identify future transportation system needs as outlined below, and in more detail in *Technical Memorandum #8 Future Transportation Conditions and Needs*, *Technical Memorandum #9 Transit Future Conditions*, and the *Summary of Public Comments*.

Regional Roadway System

Intersection Mobility

Two unsignalized intersections currently do not meet Oregon Highway Plan mobility targets: Century Drive & I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/ US 20. An additional nine locations are projected to not meet their 2040 mobility targets during either the daily pm peak or the seasonal peak:

- OR 164 / North Ave
- OR 164 / I-5 NB ramps
- OR 164 / Main St
- Knox Butte Rd / I-5 NB off-ramp
- Knox Butte Rd / Clover Ridge Rd
- US 20 / Scenic Dr
- US 20 / Springhill Dr
- OR 99E / Airport Rd
- US 20 / Waverly Dr
- OR 99E / Queen Ave
- US 20 (Lyons St) / 1st Ave

Regional Capacity Needs

The Corvallis Albany Lebanon Model (CALM) travel demand model was used to assess the condition of future corridors in the region. Table 7-1 illustrates the locations where model volume outputs are equal to or exceed the coded link capacity. Links colored red are over the model capacity, while those that are yellow are nearing capacity, and links colored green are moderately congested. All other links are relatively uncongested under 2040 conditions. The model does not incorporate added capacity due to the presence of center turn lanes, i.e., a two-lane street has the same coded capacity as a three-lane street. Several arterials and collectors with the AAMPO area such as Queen Avenue, Geary Street, and Waverly Drive have an existing center turn lane. A current road project on North Albany Road includes adding center turn lanes and widening the existing cross section. The raw model volume-to-capacity ratios on Queen Avenue, Geary Street, Waverly Drive, and North Albany Road indicate near or over capacity conditions at several locations. As the capacity benefits of center turn lanes are not included in the travel demand model, these locations were not included in the corridor deficiency lists in Table 7-1, which lists the regional corridors nearing or exceeding capacity by the year 2040.

Table 7-1: Summary of 2040 Committed Network Corridor Capacity Deficiencies

Road	Direction of Travel	From	To	Deficiency
East-West Regional Corridors				
US 20	Eastbound	MPO Boundary	Blossom Ln	Over Capacity
		North Albany Rd	Springhill Rd	Nearing Capacity
		Springhill Rd	2nd Ave	Over Capacity
	Southbound	Springhill Rd	2nd Ave	Over Capacity
		2nd Ave	4th Ave	Nearing Capacity
		5th Ave	7th Ave	Over Capacity
		7th Ave	OR 99E	Nearing Capacity
	Westbound	2nd Ave	Springhill Rd	Over Capacity
	Northbound	OR 99E WB Off-Ramp	5th Ave	Nearing Capacity
		3rd Ave	2nd Ave	Nearing Capacity
2nd Ave		Springhill Rd	Over Capacity	
US 20/ OR 99E	Eastbound	OR 99E EB On-Ramp	9th Ave	Over Capacity
		9th Ave	Madison St	Nearing Capacity
	Westbound	Madison St	OR 99E WB Off-Ramp	Over Capacity
Gibson Hill Rd	Westbound	North Albany Rd	Broadway St	Over Capacity
OR 164	Eastbound	I-5 NB Off-Ramps	Main St (Jefferson)	Over Capacity
North-South Regional Corridors				
OR 99E	Northbound	Airport Rd	NB I-5 On-Ramp	Over Capacity
I-5 Ramps	Northbound	OR 99E	I-5	Over Capacity

Source: CALM Travel Demand Model

Note: The model does not incorporate added capacity due to the presence of center turn lanes.

The congestion and over capacity future conditions of US 20 between Corvallis and downtown Albany have the potential to impact the alternate regional route of OR 34. The travel demand model indicates that traffic (approximately 100 p.m. peak hour vehicles in 2040) diverts to OR 34 due to the level of congestion of US 20. The US 20 Bridge across the Willamette River indicates potential future bottleneck issues.

The over-capacity conditions on the OR 99E/US 20 couplet could cause additional burden to the local system, with regional traffic re-routing onto parallel local streets to avoid mainline delays. Approximately 350 vehicles desiring to travel east-west along US 20 and OR 99E are projected to change their route to avoid congestion in 2040 during the p.m. peak hour. Approximately 250 vehicles traveling along the US 20/OR 99E couplet through Albany are projected to detour to SE Salem Avenue.

OR 164 is a key east-west regional route connecting Jefferson to the rest of the AAMPO area. With limited alternate routing opportunities, the modeled over-capacity conditions on this arterial could lead to increases in travel time between Jefferson and Millersburg. The over-capacity issues at the I-5/OR 99E interchange are more intersection than corridor related and are

addressed in the following section. Congestion along additional regional routes also has the potential to divert traffic flow. All values provided are relative to the 2040 p.m. peak hour:

- Queen Avenue also provides east-west connectivity within Albany. When Queen Avenue becomes congested it is likely that vehicles shift onto adjacent local roads.
- Scenic Drive to US 20 is a primary connection for travelers to/from Albany north of the Willamette River. Approximately 100 vehicles deviate from Scenic Drive and US 20 to Gibson Hill Road and North Albany Road to minimize delay.
- Approximately 100 vehicles desiring to travel north-south along I-5 alter their route onto lower class roads such as OR 99E and Old Salem Road.
- Approximately 100 vehicles from Waverly Drive shift onto nearby roads like Geary Street or Center Street.

Public Transportation System Needs

As the Albany area grows over the next few decades, additional transit investments will be required to serve current and future markets. This expansion will be based on multiple needs, described below.

- **Expected growth.** The MPO is expected to add 20,000 new people and 10,000 new jobs over the next few decades. To maintain existing per capita and per employee service levels in the City of Albany, transit service hours will need to increase between 30 and 70 percent.
- **Travel pattern changes.** Residential growth in East Albany and Jefferson, and employment growth in Millersburg will increase travel demand to those areas at a rate greater than the overall MPO travel increase. These locations may require additional transit service to meet their specific needs.
- **Existing service.** Limited frequency and long travel times make current service ineffective for a wide variety of demographic groups. Improving service would make transit more valuable for more people and for a wider variety of trips.
- **Capital needs.** As the Albany transit fleet ages, and as service expands to address latent and future demands, additional vehicles will need to be acquired. A new bus maintenance facility will also be needed to accommodate the larger fleet size.
- **Sidewalk connectivity.** All transit trips start or end with a walk, requiring a robust network of safe and connected sidewalks and crosswalks to connect ridership markets with the service. Coordination between transit providers and local jurisdictions will be necessary for this network to be established in time for expanded or new service.
- **Riders not covered by special programs.** Albany is a key destination for low-income household workers from Jefferson, Millersburg and Tanget. The key gap in the current public transportation system is service for younger disabled individuals and lower income individuals in smaller communities who are not eligible for Medicaid or other special programs. These individuals may not have a vehicle, physical capacity, money, or family/friends that are available to assist with transportation.

- **Expanding existing services.** There are opportunities to increase existing programs to support usage of current transportation options. This includes expansion of Transportation Options programming throughout the AAMPO area and expansion of volunteer programs like Volunteer Caregivers and the Good Samaritan Senior Companion. These volunteer driver programs can help fill the gaps in small cities, provided the programs have the resources and volunteers to provide increased service in those communities.
- **Needs in Tangent.** A need was identified for ‘last mile’ connectivity to/from the existing Linn-Benton Loop service for school and work commuters. For those in need of life-line transportation, a demand-responsive service similar to the arrangement in Millersburg may work.
- **Needs in Jefferson.** At the Albany Area MPO Policy Board, the City of Jefferson has expressed a need for demand-response service to provide its residents with mobility options. Commuter and medical trips represent the greatest unmet need. Residents tend to travel to both Salem and Albany for work and shopping, and university students tend to travel to Albany (LBCC) or Corvallis (OSU). Anecdotally, residents are seen walking, hitchhiking or bicycling to work in Albany, indicated a need for improved commuter connections.
- **Needs in Millersburg.** The Millersburg Transportation System Plan has a strong emphasis on improving the bicycle and pedestrian network and less emphasis on public transportation. An aging population may point to a need for improved non-driving options in the future, however. In the short-term, existing Call-A-Ride services can be advertised on the City’s website.
- **Ridership in Albany has increased considerably in recent years.** While this trend has slowed, high demand for transit service exists in the community and may require increased services to meet the demand.
- **Regional connections are important.** The Linn-Benton Loop carries more passengers each day than all of Albany’s local routes, combined. Additionally, there are many people who live in Albany but commute to work or school in Corvallis, and students who take classes in both cities. This demonstrates an important need to maintain and improve regional connections.
- **The busiest stops indicate the important needs of passengers.** The busiest stops on all routes demonstrate how important access is to colleges and university, shopping centers and grocery stores, and transfer locations between routes. The on-board survey found 49 percent of passengers in Albany are affiliated with OSU or LBCC. Additionally, stop-level boarding data show a high concentration of ridership activity in the Heritage Plaza area. This demonstrates the importance transit service provides to people who rely upon ATS for daily errands.
- **Passengers utilize the transfers between routes to connect themselves to the region.** Passengers value the timed transfers between Routes 2 and 3 to travel regionally. Additionally, many passengers who travel between Corvallis and Albany during the midday depend upon transfers to connect them to their final destination. Despite its importance and

simplicity, the process of transferring, and the fare associated with the transfer are not well understood or easy to find for new transit users.

- **Lack of services in smaller communities.** Local bus service is limited to the City of Albany and Call-A-Ride service only operates in Albany and Millersburg. Residents of smaller communities depend upon health care, shopping and other services in Albany; however, there is no direct transit service from these communities into Albany.
- **Fixed-route service in Albany needs to better serve locations frequented by seniors and those with a disability.** The current route design and schedules, along with barriers limiting access transit result in overreliance on the Call-A-Ride and medical/shopper shuttle services.

Pedestrian System

Pedestrian deficiencies were identified on the regionally significant corridors (arterials and collectors)³⁵. Pedestrian deficiencies include areas with either gaps within an existing sidewalk, lack of a dedicated pedestrian facility or pedestrian facilities with major safety concerns. There are considerable pedestrian facility gaps in the outlying areas (nearly 55 percent of the regionally significant roadways) including the outer areas of Albany and the surrounding cities, Millersburg, Jefferson and Tangent. Incomplete sidewalk coverage includes a lack of dedicated pedestrian facilities as well as sidewalks on only one side of a street. Figure 7-1 shows locations with pedestrian rating “poor” (lack sidewalks). Complete sidewalk coverage will increase pedestrian mobility within and between the outlying areas as well as support future growth.

Pedestrian Safety

While the pedestrian connectivity within the Albany area is generally adequate, there are potential safety concerns. Two locations, the first along the US 20 couplet (Ellsworth Street and Lyons Street) through downtown Albany and the second area surrounding Heritage Plaza Shopping Center, have experienced a high number of vehicle-pedestrian crashes.

ADA Requirements

A high-level review of the ADA (Americans with Disabilities Act) design standards within the AAMPO area revealed that the ADA compliance is incomplete. Generally, the recently rehabilitated or constructed roadways, such as North Albany Road or Oak Street in Albany³⁶ have been designed to meet ADA requirements while older areas have incomplete ADA design features. For example, there are inconsistent curb ramps at the intersection of 9th Avenue/Calapooia Street in Albany,³⁶. A separate study is necessary to fully evaluate ADA

³⁵ Additional gaps or deficiencies on the local system were not identified.

³⁶ Memorandum: Albany Area Metropolitan Planning Organization Regional Transportation Plan DRAFT Technical Memorandum #4: Existing Conditions, prepared by DKS Associates, August 10, 2015

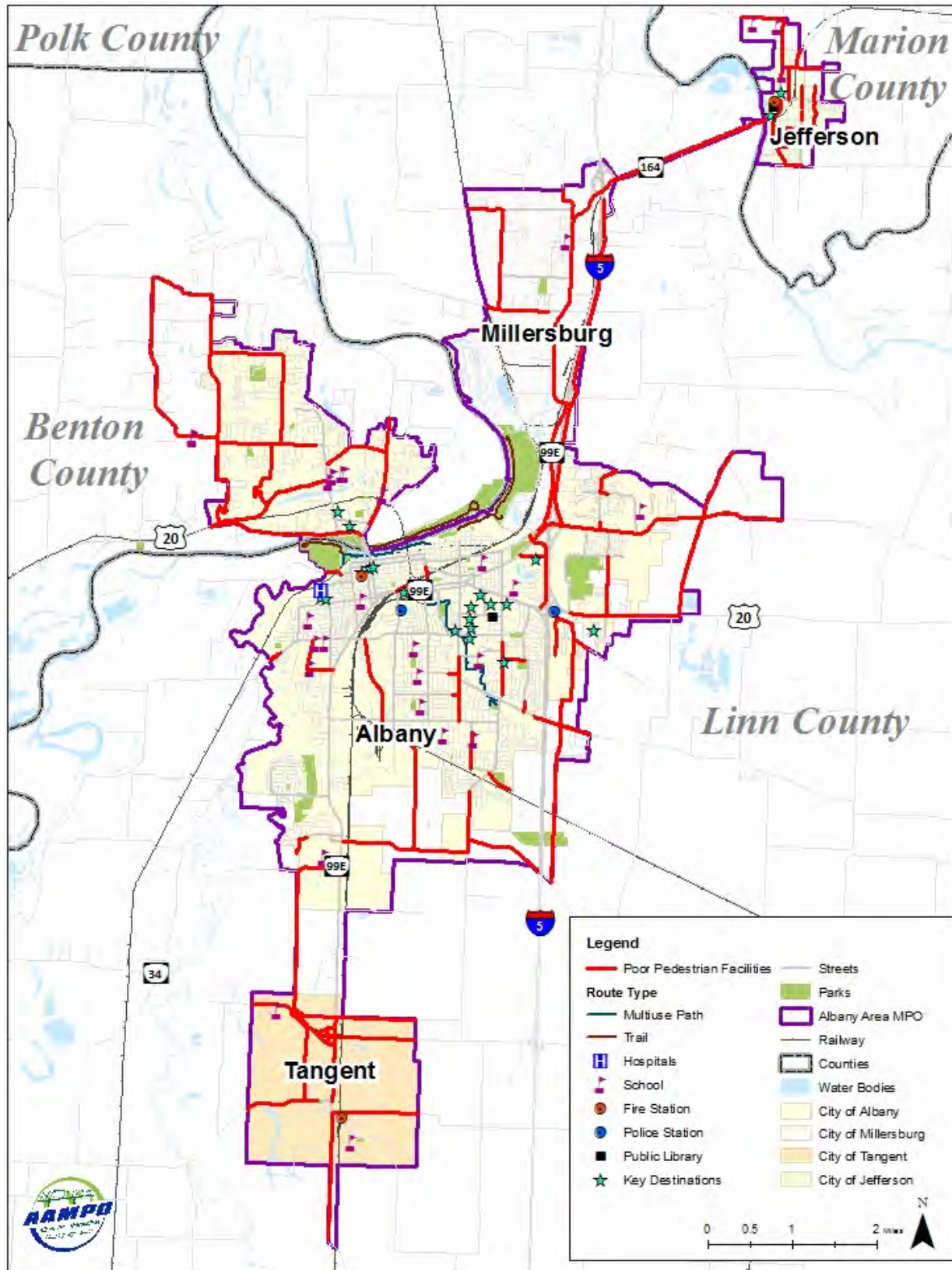
compliance within the AAMPO area. Furthermore, additional work is needed to address ADA accessibility from AAMPO from the organizational, program, and project levels.

Pedestrian Needs from Prior Plans

Additional needs with regional significance that have been identified in past planning efforts include:

- Most pedestrian generators have adequate pedestrian facilities, however several areas in North Albany adjacent to schools and parks lacked sidewalk connections. (Albany TSP)
- Albany needs approximately 7.5 miles of trails as of the 2006 plan date and will need over 9.5 miles in the year 2015. (Albany Park and Recreation Master Plan)
- Development of a regional trails plan (Linn County Park and Recreation Plan)
- Enhancement of access to the Willamette River. Hyak Park sits just outside of AAMPO along US 20. (Benton County Natural Areas and Parks Plan)
- Support for capitalizing on the large number of low-traffic roadways, existing trails, and railroad corridors to connect communities, natural areas, parks and other destinations (Benton County Natural Areas and Parks Plan)
- Collaborative management for a more organized and connected system of parks and trails (Benton County Natural Areas and Parks Plan)
- Conducting a gap analysis with partner agencies to identify priority multimodal path linkages that will have minimal impact on private property (Benton County Natural Areas and Parks Plan)
- Developing recreation facilities that support popular activities – boating, walking, picnicking, fishing, camping, and swimming (Marion County Parks Master Plan)

Figure 7-1: “Poor” Pedestrian Locations (Sidewalk Gaps) on Major Roadways



Bicycle System

Bicycle deficiencies were identified on the regionally significant corridors (arterials and collectors)³⁷. Bicycle facilities connecting the Albany area to the outlying areas south to Tangent, west to North Albany and north to Millersburg rate poorly and are characterized by high levels of traffic stress (LTS). Figure 7-2 shows locations with LTS 3 and 4, which indicate areas that only experienced riders would be typically willing to ride. Such locations are not attractive to inexperienced riders, including those riding with children. Improving the bicycle facilities to have little to moderate levels of traffic stress can increase bicycle connectivity and provide employees with comfortable multi-modal commuter options. Rural character segments³⁸ that currently have high levels of traffic stress and anticipate at least a 50 percent increase in motor vehicle volume growth (relative to existing traffic volumes) include:

- Ellingson Road
- Lochner Road
- Grand Prairie Road (east of Lexington Street)
- Knox Butte Road (east of Scrael Hill Road)
- Scrael Hill Road
- Scenic Drive
- Oak Grove Drive
- Palestine Avenue
- OR 164 (west of the Santiam River)

Urban segments that currently have high levels of traffic stress and anticipate at least a 50 percent increase in motor vehicle volume growth (relative to existing volumes) include:

- 1st Avenue
- 2nd Avenue
- Grand Prairie Road (west of Lexington Street)
- Columbus Street
- Seven Mile Lane
- Goldfish Farm Road
- Dogwood Avenue
- Knox Butte Road (west of Scrael Hill Road)
- Quarry Road
- Valley View Drive
- Old Salem Road
- OR 164 (east of the Santiam River)
- Main Street/Jefferson-Scio Drive
- North Avenue/Marion Road
- Portions of US 20
- Portions of OR 99E

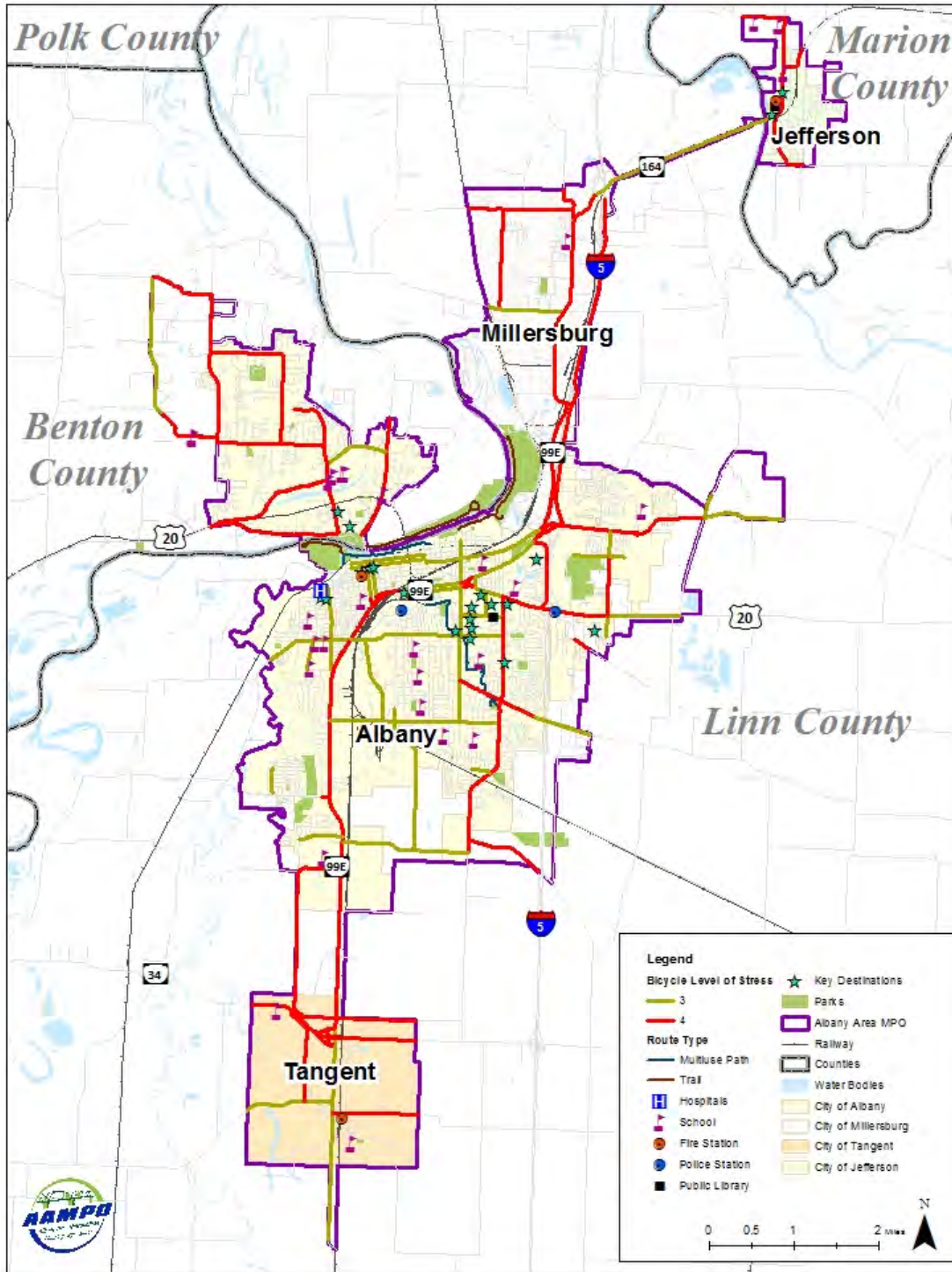
³⁷ Additional gaps or deficiencies on the local system were not identified.

³⁸ Low volume, higher speed roadways near the edges of the MPO boundary.

Bicycle Safety

The two locations—the US 20 couplet (Ellsworth Street and Lyons Street) through downtown Albany and the area surrounding Heritage Plaza Shopping Center—were identified as high vehicle-bicycle crash areas.

Figure 7-2: High Stress Bicycle Locations (LTS 3 or 4) on Major Roadways



Bicycle Needs from Prior Plans

Additional needs with regional significance that have been identified in past planning efforts include:

- Support facilities, such as secure parking and worksite changing facilities, are also needed to make bicycling a practical alternative. (Albany TSP)
- The great majority of crashes occurred on dedicated bikeways, apart from the US 20 Lyon/Ellsworth couplet, which does not have bicycle facilities but had four bicycle crashes during the study period. Future investment in the bicycle network should focus on improving the performance and safety of existing bicycle routes, in addition to creating new routes such as off-street paths and/or bicycle boulevards. (Albany TSP)
- Inventory and identify bike lane gaps (Linn County Parks and Recreation Plan, Marion County Parks Master Plan)

ITS System

The ITS infrastructure within the AAMPO area is limited. The *Central Willamette Valley ITS Plan* and the *I-5 Optimization Study* identified many opportunities to update and enhance the management and operation of the transportation throughout the AAMPO region. The needs are captured under the following categories.

Traffic Operations and Management

- Upgrade ODOT traffic signal controllers to the current ODOT standard.
- Connect ODOT traffic signal controllers to central traffic control system to allow remote access to traffic signals, and provide central control and remote access to city of Albany traffic signals.
- Regularly maintain coordinated signal timing plans and consider advanced traffic signal timing where appropriate.
- Provide video surveillance on key regional corridors.
- Collect real-time road condition information on regional corridors to support day-to-day operations, particularly during peak hours.

Public Transportation Management

- Track all public transportation vehicles to support dispatch, real-time transit arrival information, and transit route planning.
- Add computer-aided dispatch (CAD) capabilities for public transportation services and include mobile data terminals (MDTs) in public transportation vehicles.
- Collect real-time travel conditions information to support public transportation dispatch.
- Explore options to share technology (e.g. automated vehicle location, computer-aided dispatch) to reduce capital, maintenance, and operations costs for public transportation agencies within the region.

- Use a regional fare collection system to support easy transfer between the various regional public transportation providers.

Traveler Information

- Provide real-time information about the entire transportation system.
- Disseminate real-time information about major events that impact travel and parking (e.g. incidents, OSU football games).
- Provide wayside information dissemination (e.g. dynamic message signs, highway advisory radio) on key regional routes.

Data Management and Performance Measurement

- Improve ease of data sharing between agencies.
- Measure travel times to support traditional planning efforts and system operations.
- Collect and archive regional traffic count data.

Incident and Emergency Management

- Establish clearer protocols between transportation and emergency response agencies for event management.
- Use more video surveillance for incident detection and verification.
- Consider roadway restrictions (e.g. weight limits) prior to selecting diversion routes in response to an event.
- Manage diverted traffic on OR 99E when there is a major event on I-5.
- Provide traffic video surveillance and real-time traffic flow conditions to 911 centers.
- Provide accurate construction and maintenance schedule information to 911 centers.

TDM System

No additional Transportation Demand Management (TDM) needs have been identified. See the *System Management* section of *Chapter 4: Existing Transportation System* for discussion of existing TDM programs.

Rail Freight System

At grade rail crossings create both travel time and connectivity issues within the AAMPO area. Albany and Jefferson have identified railroad blockage issues creating delay for other modes. The City of Tangent is concerned with connectivity issues regarding emergency vehicles.

The following rail freight needs have been identified in prior plans:

- The Albany Rail Yard, situated just north of Queen Avenue on the east side of OR 99E, is a crossing point for all of the UPRR rail lines in Albany and is one of the most capacity-constrained segments on the UPRR, resulting in long delays while passing trains await permissions to cross. (Albany TSP)
- To help minimize the blockage at the Queen Avenue crossing, the Albany Rail Corridor Improvement Project³⁹ will add a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard. The nearly \$8.7 million dollar project will also rehabilitate the Millersburg Yard. The additional track will allow switching movements and training building to move from the Albany Yard to the Millersburg Yard.
- Retain at-grade rail crossings, if possible. Having multiple crossings helps provide secondary routes for emergency vehicles serving the area and creates more opportunities for street connectivity, especially benefiting bicyclists and pedestrians. (Tangent TSP)
- Improvements to alleviate railroad blockages, which may include grade separated crossings (Jefferson TSP)

Intermodal Freight Facility

Recent changes to shipping operations at the Port of Portland have created the need for an intermodal freight facility in the Willamette Valley. Due to these changes, Oregon businesses more frequently truck their goods north to the Port of Tacoma or Port of Seattle or south to the Port of Oakland or Port of San Francisco to access overseas shipping ports. These extra trucking miles have both economic and transportation impacts, including contributions to traffic congestion, increased vehicle-miles-traveled (VMT), increased greenhouse gas emissions, and higher shipping costs.

Rail can help alleviate these impacts. An intermodal freight facility located in the Willamette Valley would provide rail as an alternative for the region and help reduce trucking miles. The region would benefit from the ability to bring goods by rail and then transfer to truck for local delivery. Intermodal transportation facilities benefit the overall transportation system by reducing heavy truck VMT while spreading the shipment of freight over multiple transportation modes such as rail and sea.

Additional benefits include:

- **Lower costs.** Shippers can take advantage of lower rates, more predictable pricing, and the flexibility of loading and unloading goods in a dropped trailer environment, which reduces handling costs.
- **Environmentally friendly.** Reduced carbon emissions through reduce heavy truck VMT as well as truck related congestion through the entire shipping corridor.

³⁹ ConnectOregon II Projects, ODOT & Oregon Transportation Commission, June 2008.

- **Reliability, capacity, and safety advantages.** Multi-modal systems reduce reliance on single modes that may be limited or impacted due to facility access, long hauling distances and heavy truck volumes on congested highways.

Millersburg is a strong candidate for an intermodal freight facility due to its access to two rail lines, access to major highways, and existing infrastructure. The two rail lines, Union Pacific (UP) and Portland and Western Railroad (PNWR), that travel through Millersburg provide higher connectivity and the ability to easily switch between the rail lines, which could result in both cost and time savings. Millersburg is also adjacent to I-5 and is within 20 miles of four other major highways: US 20, OR 99, OR 34 and OR 22.

The potential intermodal freight facility site in Millersburg, the former paper mill site adjacent to Old Salem Road, can accommodate the facility at opening. This site of approximately 160 acres is located in an existing industrial zone with municipal sewer and water available on site. Transportation infrastructure for truck-freight already existing on surrounding roadways and upgrades are already planned for future capacity and efficiency both on the local system and via improved access to I-5. In addition, the proposed site is located near industrial-zoned land owned by the City of Millersburg that is available for development of complimentary industrial uses, creating the potential for a synergistic effect. The 12-acre truck stop facility east of Old Salem Road and south of the South Jefferson I-5 interchange was recently approved. All local governments in the AAMPO have expressed support for the development of an intermodal facility on this site.

Chapter 8: Recommended Improvements

From the transportation system improvements identified as needed to address existing and future needs within the AAMPO area up to the year 2040, a set of projects was prioritized to provide a reasonably likely financially constrained project list that can be used to develop the AAMPO RTP Framework. Ultimately, the project list will drive regional project priorities and will be used by AAMPO to develop future TIP lists. The following sections include a description of the funding assumptions, a summary of the process used to develop and prioritize the project list, and the final transportation solution package options.

More detail can be found in Technical Memorandum #10: Transportation Solution Package Identification, in Technical Memorandum #13: Evaluation of Solution, and in the Albany Area Metropolitan Planning Organization Transit Development Plan.

Funding Assumptions

Regional transportation funding was reviewed to estimate potential transportation funds that would be available for transportation capital projects through 2040. The review considered both historical and projected revenue sources and expenses (including operations and maintenance needs) at the city, county, regional, and state levels. The analysis indicated that approximately \$173 million (2016 dollars) is projected to be available for capital improvements through 2040. However, this amount could be reduced given additional local needs improvements on City local street networks. The City of Albany provided guidance on the amount of public and private funds that are anticipated to be available for regional capital transportation projects⁴⁰.

Recent developments, not included in the initial funding assumptions, have changed the outlook for state funding over the planning horizon. House Bill 2017 (HB 2017) introduced new, or increased existing, taxes and fees, including the state gas tax and vehicle registration fees. HB 2017 directs significant new revenue to earmarked projects, but should also result in additional funding to some local jurisdictions. In addition, HB 2017 established a new source of public transportation funding to expand transit services in Oregon, which has been incorporated into the Transit Development Plan referenced in later in this Chapter. The following estimates can be considered as additional funding on top of the initial funding assumptions:

- New Transit Funds (each year)
 - Benton County, \$2.4M
 - Linn County, \$2.4M
- Additional Potential Local Infrastructure and Maintenance Funds (each year)
 - Albany, \$1.3M

⁴⁰ *Albany Capital Project Revenues*, Letter from Chris Bailey and Jeff Blaine, City of Albany, January 19, 2016.

- Millersburg, \$44K
- Tangent, \$30K
- Jefferson, \$74K
- Linn County, \$3.5M
- Benton County, \$2M
- Marion County, \$7.6M

HB 2017 has also dedicated funds for two projects within the AAMPO area. One project involves safety upgrades along US 20 between Albany and Corvallis (which may include some improvements within the AAMPO boundary). The other project involves construction of a Mid-Willamette Valley Intermodal Facility. While a final location has not been determined, Millersburg, Oregon has been identified as a potential location for the facility. These projects are included on the Aspirational Project List.

In addition, ODOT has modified the process for selecting projects that receive STIP funding. The new process follows the All Roads Transportation Safety Program (ARTS); local agencies can receive funding for projects off the state system. Preferred projects are expected to be those that enhance system connectivity and improve multi-modal travel options. With the updated TSP, the City will be well positioned to apply for STIP funding.

Project Development

The analysis and findings from a comparative analysis of two aspirational future scenarios for the AAMPO was used to help guide the Technical Analysis Committee (TAC) in shaping investment strategies for AAMPO. The comparative analysis was performed using a tool developed by the Oregon Department of Transportation (ODOT) called Mosaic, which is used for value and cost informed planning.

Financially Constrained Project List

The Financially Constrained Plan is a group of approximately 119 projects developed to meet the growing transportation needs of the region through the year 2040. As anticipated funding becomes available, these projects will be implemented. This plan includes the projects that will provide the most benefit to the region and has been approved by the MPO Board. The total package is estimated to cost \$170 million. The Financially Constrained project list is shown in Figure 8-1 and outlined in Table 8-1.

Aspirational Project List

Two additional groups of projects were considered as optional investment strategies if more funding becomes available. Each of these scenarios was analyzed to determine the benefits it could provide.

Capacity Improvement Project List. This group of 13 projects focuses on improving auto capacity, primarily for OR 99E and US 20 and includes a new bridge crossing of the Willamette River between Millersburg and North Albany. This scenario did not advance because analysis showed insufficient benefit in travel times as compared to its cost..

Congestion Management Project List. This group of 48 projects focuses on managing congestion and providing connections on existing corridors to better serve travelers. The anticipated cost of this group of projects is \$106 million (in addition to the \$170 million in the financially constrained project list). This scenario provides measurable benefit to the community, including:

- Safety improvements could provide the highest return on investment for the AAMPO area, specially in areas with high injury crash rates.
- Increases in transit access and service could more than double transit ridership in the region.
- Active transportation projects provide significant quality of life benefits for lower costs than auto-oriented improvements.

The Congestion Management Scenario formed the basis of the Aspirational Project List, shown in Figure 8-2 and outlined in Table 8-2.

Transit Development Plan

The Transit Development Plan (TDP) is a guide for regional investment in public transportation. The Transit Development Plan focuses on public transportation services operated by the City of Albany: Albany Transit System, Albany Call-A-Ride, and the Linn-Benton Loop. The TDP recommends incremental improvements to make the local bus services faster; easier for riders and prospective riders to understand; and more convenient. Key recommendations from the TDP are shown in Figure 8-3, Figure 8-4, and Figure 8-5. See *Albany Area Metropolitan Planning Organization Transit Development Plan* for additional details.

Financially Constrained Project List

Based on transportation funding assumptions, regional needs, and the evaluation process, the Financially Constrained Project List was developed to address the region's transportation need for the next 20 years

Figure 8-1: Financially Constrained Project List

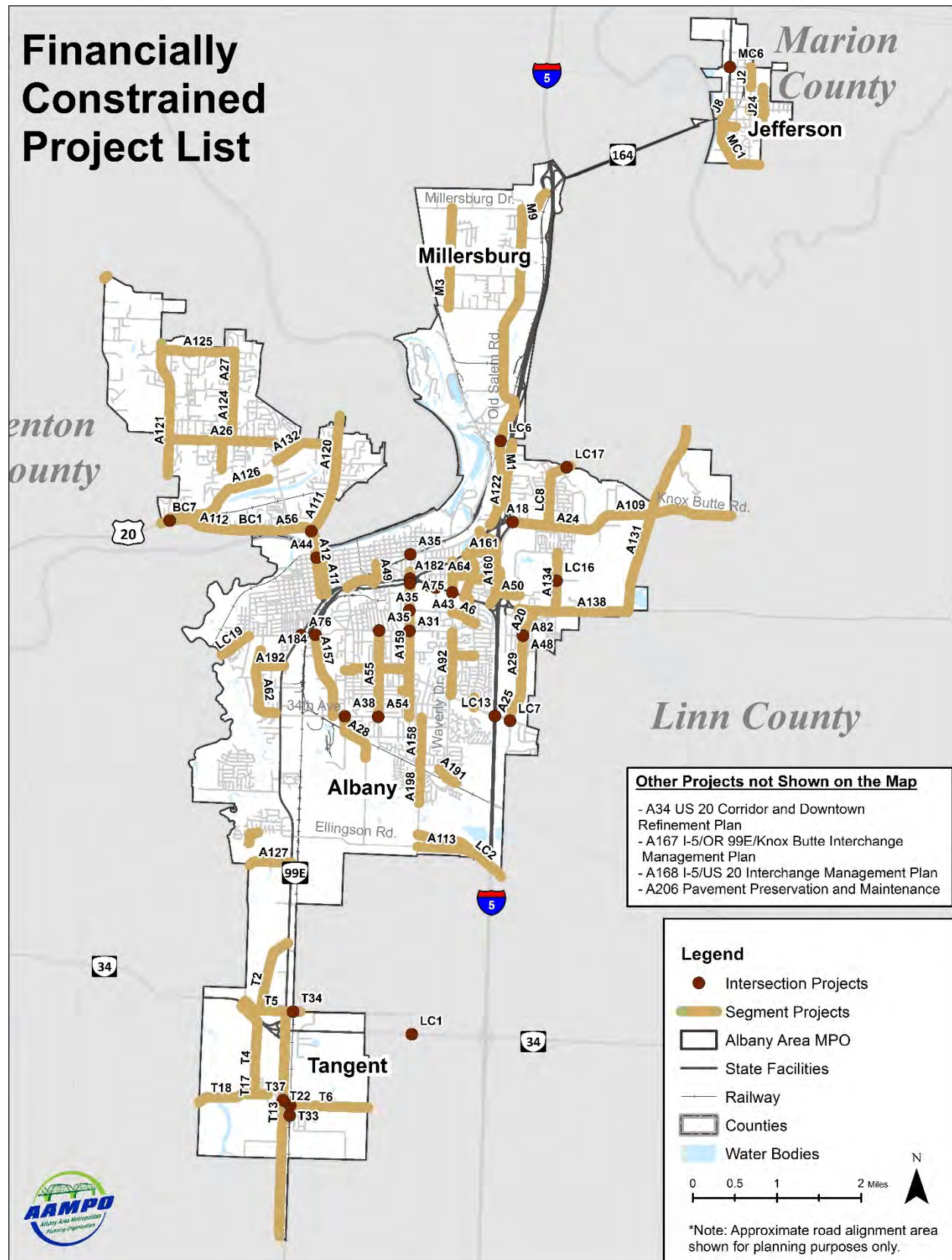


Table 8-1: Financially Constrained Project List

AAMPO RTP: Financially Constrained Project List								
ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
BC1	Corvallis to Albany Trail	Hwy 20	Scenic Dr to Springhill Rd	Construct off highway multiuse path	1.72	Benton County	\$ 2,434,000	New Multi-Use Path
BC5	Palestine Ave/Oak Grove Dr Re-alignment	Palestine Ave/Oak Grove Dr	Palestine Ave/Oak Grove Dr	Intersection re-alignment	-	Benton County	\$ 397,000	Intersection Safety Improvement
BC7	US 20/Scenic Dr Intersection Improvements	US 20/Scenic Dr	US 20/Scenic Dr	Add turn lanes	-	Benton County	\$ 1,100,000	Intersection Capacity Improvement
A6	14th Ave Sharrows	14th Ave	Waverly Dr to Center St	Install painted "Sharrows" in the bike lane gaps on 14th Avenue from Waverly Drive to Center Street. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.	0.31	City of Albany	\$ 2,000	Bike Improvement
A7	Waverly Dr Sharrows	Waverly Dr	99E to US 20	Install bike "Sharrows" on Waverly Drive between Oregon 99E and US 20. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal.	0.37	City of Albany	\$ 5,000	Bike Improvement
A8	24th Ave Sharrows	24th Ave	Geary St to Hill St	Install bike "Sharrows" on both sides of 24th Avenue between Geary Street and Hill Street. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This is a separate project from B18 because this section of 24th Avenue is a collector rather than an local street.	0.13	City of Albany	\$ 5,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A11	Lyon St Sharrows	Lyon St	9th Ave to Willamette River	Install painted "Sharrows" in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.	0.78	City of Albany	\$ 2,000	Bike Improvement
A12	Ellsworth St Sharrows	Ellsworth St	9th Ave to Springhill Dr	Install painted "Sharrows" in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.	0.76	City of Albany	\$ 4,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A17	US 20/Springhill Dr Intersection Capacity Upgrade	US 20/Springhill Dr	US 20/Springhill Dr	Convert southbound right-turn to a shared left-right lane, creating dual-southbound lefts on Springhill Road. Relocate westbound stop bar on US 20 of inside lane 10-20 feet east of current location. Lengthen cycle length to 120 seconds and develop coordination between North Albany Road and Springhill Road along US 20. Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.	-	City of Albany	\$ 14,000	Intersection Capacity Improvement
A18	Knox Butte Rd/Century Dr Interim Signal	Knox Butte Rd/Century Dr	Knox Butte Rd/Century Dr	If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.	-	City of Albany	\$ 345,000	Intersection Capacity Improvement
A20	Timber St Extension	Timber St	US 20 to Three Lakes Rd	Right- of-way acquisition for extension Timber Street south of US 20 to connect to the Three Lakes Rd/Spicer Dr intersection. The design and alignment review will be completed with the I-5 Corridor Study (project S10). Alternate routes for the Industrial Way ingress/egress will be considered.	0.33	City of Albany	\$ 966,000	New Roadway
A23	Knox Butte Rd Widening ROW	Knox Butte Rd	I-5 to Clover Ridge Rd	ROW Acquisition for I-5 to Clover Ridge Rd portion of Knox Butte Rd widening project.	0.43	City of Albany	\$ 1,478,000	Roadway Capacity Improvement
A24	Knox Butte Rd Widening ROW	Knox Butte Rd	Clover Ridge Rd to Goldfish Farm Rd	ROW Acquisition for Clover Ridge Rd to Goldfish Farm Rd portion of Knox Butte Rd widening project.	0.44	City of Albany	\$ 31,000	Roadway Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A25	Three Lakes Rd Realignment ROW	Three Lakes Rd	Kelly Supply Company to Grand Prairie Rd	ROW required to realign the short roadway segment that includes the 90-degree curves to a typical three-lane roadway to improve the horizontal alignment.	0.33	City of Albany	\$ 750,000	Roadway Capacity Improvement
A26	Gibson Hill Rd Improvements	Gibson Hill Rd	Scenic Dr to North Albany Rd	Urbanization: Add 6-foot wide asphalt sidewalks set back from the roadway on both side, curb, and gutter, and bicycle lanes from Scenic Drive to the roundabout at North Albany Road. Consider rural design standard with setback sidewalks (includes BC2, A32)	1.25	City of Albany	\$ 5,350,000	Modernization
A27	Crocker Ln Improvements LID	Crocker Ln	Meadowwood Dr to Valley View Dr	LID for adding sidewalk, curb, and gutter from Meadowwood Drive to Valley View Drive.	1.1	City of Albany	\$ 1,721,000	Modernization
A28	Lochner Rd Improvements - North	Lochner Rd	Youth Authority to 34th Ave	Add sidewalk, curb, gutter, and bike lanes to Lochner Road and Marion Road.	0.63	City of Albany	\$ 3,722,000	Modernization
A29	Three Lakes Rd Improvements ROW	Three Lakes Rd	Spicer Road to Grand Prairie Rd	ROW acquisition for adding sidewalk, curb, gutter, and bike lanes from Spicer Road to Grand Prairie Road, excluding Three Lakes Road realignment at 90-degree curves.	0.68	City of Albany	\$ 287,000	Modernization
A31	Queen/Geary Periwinkle Path	Periwinkle Trail	Queen Ave/Geary St	Construct multi-use path improvement by widening the sidewalk to connect the Periwinkle Trail through the Queen Avenue/Geary Street intersection	-	City of Albany	\$ 46,000	New Multi-Use Path

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A34	Hwy 20 Corridor and Downtown Refinement Plan	Hwy 20	Hwy 20 Corridor and Downtown Albany	Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.	-	City of Albany	\$ 250,000	Study
A35	Safety Audit	Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St	Geary St/Salem Ave, Geary St/14th Ave, Queen Ave/Hill St	Intersection Safety Audit/Study at Geary Street/Salem Avenue, Geary Street/14th Avenue, and Queen Avenue/Hill Street. Consider countermeasures for rear-end and turning-type crashes.	-	City of Albany	\$ 30,000	Study
A38	34th Ave/Marion St Signal	34th Ave/Marion St	34th Ave/Marion St	Install a new traffic signal.	-	City of Albany	\$ 345,000	Intersection Capacity Improvement
A43	US 20/Clay St Intersection Capacity Upgrade	US 20/Clay St	US 20/Clay St	Restripe intersection lane markings and convert left-turn phasing on Clay Street to protected-permissive with the flashing yellow arrow signal head. Install exclusive eastbound right-turn lane on US 20.	-	City of Albany	\$ 185,000	Intersection Capacity Improvement
A44	US 20 (Ellsworth St)/1st Ave Signal Mod	US 20 (Ellsworth St)/1st Ave	US 20 (Ellsworth St)/1st Ave	Implement actuated-coordinated signal control. Shorten pedestrian crossing distance across Ellsworth Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.	-	City of Albany	\$ 18,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A48	Timber St Extension/18th Ave/Spicer Dr Roundabout	Timber St Extension/18th Ave/Spicer Dr	Timber St Extension/18th Ave/Spicer Dr	ROW acquisition for a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.	-	City of Albany	\$ 650,000	Intersection Capacity Improvement
A49	Main St, 7th Ave, Hill St improvements	Main St, 7th Ave, Hill St	Santiam Rd to 7th Ave, Main St to Hill St, 7th Ave to Pacific Blvd	Reconstruct Main Street with new sidewalk, curb, and gutter from Santiam Road to 7th Avenue. Repave 7th Avenue between Main Street and Hill Street, then reconstruct Hill Street with new sidewalk, curb, and gutter from 7th Avenue to Pacific Boulevard.	0.28	City of Albany	\$ 1,292,000	Rehabilitation
A50	West Timber-Linn Trail	New Trail	Timber-Linn Park to South Shore Dr	Construct multi-use path to connect Timber-Linn Park to South Shore Drive (assumes that I-5 undercrossing will not require widening and/or additional excavation of the existing creek under-crossing, or that any such widening will occur as part of I-5 reconstruction).	0.51	City of Albany	\$ 161,000	New Multi-Use Path
A54	34th Ave/Hill St Signal	34th Ave/Hill St	34th Ave/Hill St	Install 100-foot northbound and southbound left-turn lanes, and a new traffic signal.	-	City of Albany	\$ 350,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A55	Hill St Reconstruction	Hill St	Queen Ave to 34th Ave	The project will reconstruct 1.03 miles of Hill Street. The existing pavement is heavily deteriorated. In addition to new pavement the project will add on-street bike lanes to the street and retain on-street parking. Curb ramps at intersections will be upgraded to meet current ADA standards. The project is on Hill Street and will extend 1.03 miles from Queen Avenue south to 34th Avenue.	1.03	City of Albany	\$ 6,100,000	Rehabilitation
A56	US 20 Bike Lanes	US 20	Willamette River west to UGB	Convert shoulders to bike lanes on US 20 in North Albany from Willamette River (including the Lyon Street bridge which has an existing shoulder) to UGB.	1.83	City of Albany	\$ 31,000	Bike Improvement
A62	Liberty/Lakewood Bike Boulevard	Liberty St and Lakewood St	24th Ave to 99E	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Liberty/Lakewood from 24th Avenue to Oregon 99E.	0.73	City of Albany	\$ 76,000	Bike Improvement
A63	Bain St Bike Boulevard	Bain St	99E to US 20	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Bain Street from Oregon 99E to US 20.	0.48	City of Albany	\$ 49,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A64	South Shore Dr Bike Boulevard	South Shore Dr	Bain St to Airport Rd	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Southshore Drive from Bain Street to Airport Road.	0.55	City of Albany	\$ 33,000	Bike Improvement
A65	Shortridge St Bike Boulevard	Shortridge St	US 20 to 14th Ave	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on Shortridge Street from US 20 to 14th Avenue.	0.26	City of Albany	\$ 27,000	Bike Improvement
A66	24th Ave Bike Boulevard	24th Ave	Marion St to Hill St	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 24th Avenue from Hill Street to Marion Street.	0.43	City of Albany	\$ 44,000	Bike Improvement
A75	US 20/Waverly Dr Intersection Capacity Upgrade	US 20/Waverly Dr	US 20/Waverly Dr	Install second westbound left-turn lane and eastbound right-turn lane on US 20. Install northbound right-turn overlap, add another southbound through lane on Waverly Drive. Obtain right-of-way for an additional northbound through lane at time impacted parcels redevelop and construct when warranted (cost for this improvement identified separately under other costs).	-	City of Albany	\$ 1,093,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A76	OR 99E/Queen Ave Intersection Capacity Upgrade	OR 99E/Queen Ave	OR 99E/Queen Ave	Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.	-	City of Albany	\$ 894,000	Intersection Capacity Improvement
A82	Timber St Extension/18th Ave/Spicer Dr Roundabout	Timber St Extension/18th Ave/Spicer Dr	Timber St Extension/18th Ave/Spicer Dr	Develop a roundabout as the traffic control for the new intersection of Three Lakes Road/18th Street/Timber Street/Spicer Road. The north extension of Spicer Road will not connect to the intersection. Rather, it will become a local street with a cul-de-sac located northwest of the roundabout.	-	City of Albany	\$ 863,000	Intersection Capacity Improvement
A92	Waverly Dr Capacity Improvements	Waverly Dr	Queen Ave to Grand Prairie Rd	Widen Waverly Drive to a 4-lane cross-section between Queen Avenue and Grand Prairie Road using two southbound lanes, one northbound lane and a two-way left-turn lane. This project will maintain sidewalks and bicycle lanes, but remove on-street parking on Waverly in this segment due to ROW constraints.	0.75	City of Albany	\$ 1,394,000	Intersection Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A106	Knox Butte Rd Widening	Knox Butte Rd	I-5 to Clover Ridge Rd	Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase. Final design should mitigate access and driveway impact to the houses that remain	0.43	City of Albany	\$ 1,901,400	Roadway Capacity Improvement
A107	Knox Butte Rd Widening	Knox Butte Rd	Clover Ridge Rd to Goldfish Farm Rd	Widens Knox Butte Road to four lanes from Clover Ridge Road to Goldfish Farm Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occurring in the long-term.	0.12	City of Albany	\$ 825,000	Roadway Capacity Improvement
A108	Knox Butte Rd Widening	Knox Butte Rd	Goldfish Farm Rd to new North/South Collector	Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhart Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.	0.32	City of Albany	\$ 1,256,000	Roadway Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A109	Knox Butte Rd Widening	Knox Butte Rd	New North/South Collector east to UGB	Urban upgrade of Knox Butte Road from the new North/South Collector to the urban growth boundary. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.	1.82	City of Albany	\$ 7,688,000	Modernization
A111	Springhill Rd Widening	Springhill Rd	US 20 to railroad crossing	Widens Springhill Road to two lanes northbound and southbound from US 20 to north of Hickory Road then transition to three lanes across the rail crossing. Springhill Road is under Benton County jurisdiction and this project is not in their 2001 TSP.	0.5	City of Albany	\$ 3,406,000	Roadway Capacity Improvement
A112	US 20 Widening	US 20	North Albany Rd west to the UGB	Widens US 20 to two lanes eastbound and westbound and add sidewalk, curb, and gutter from North Albany Road west to the urban growth boundary.	1.55	City of Albany	\$ 8,351,000	Roadway Capacity Improvement
A113	Ellingson Rd Extension	Ellingson Rd	Columbus Ave to I-5 overcrossing	Extends Ellingson Road from Columbus Avenue to Interstate 5 overcrossing at Seven Mile Lane. Realign Seven Mile Lane on the west side of I-5 to align with current Ellingson Road, forming a four-leg intersection at Columbus Street. This section of Ellingson Road should be evaluated for the need to preserve right-of-way for a future five-lane section at the next TSP Update. Project cost assumes ROW will be dedicated.	0.92	City of Albany	\$ 4,430,000	New Roadway

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A118	Albany Ave Widening	Albany Ave	Old Salem Rd to Pacific Hwy	Widen Albany Avenue to four lanes. Includes widening bridge structure. Project cost assumes ROW will be dedicated.	0.2	City of Albany	\$ 1,177,000	Roadway Capacity Improvement
A120	Springhill Dr Improvements	Springhill Dr	RR crossing north to UGB	Add sidewalk, curb, and gutter from the railroad to urban growth boundary. US 20 to railroad is Project A111 (Albany TSP L26). Coordinate project with Benton County.	0.96	City of Albany	\$ 4,158,000	Modernization
A121	Scenic Dr Improvements	Scenic Dr	Scenic Woods PI north to UGB	Add sidewalk, bike lane, curb, and gutter from east of Scenic Woods Place to northern urban growth boundary. Coordinate project with Benton County. Project cost assumes ROW will be dedicated.	1.6	City of Albany	\$ 6,842,000	Modernization
A122	Century Dr Improvements	Century Dr	Dunlap Ave north to UGB	Add sidewalk, bike lane, curb, and gutter from Dunlap Avenue to northern urban growth boundary. Project cost assumes ROW will be dedicated.	0.77	City of Albany	\$ 3,199,000	Modernization
A123	Skyline Dr Improvements	Skyline Dr	Gibson Hill Rd to Mirada St	Add sidewalk, curb and gutter, and bicycle lanes or sharrows depending upon volumes and right-of-way constraints from Gibson Hill Road to Mirada Street.	0.34	City of Albany	\$ 1,523,000	Modernization
A124	Crocker Ln Improvements	Crocker Ln	Gibson Hill Rd to Meadowwood Dr	Add sidewalk, curb, and gutter from Gibson Hill Road to Meadowwood Drive.	1.1	City of Albany	\$ 2,808,000	Modernization
A125	Valley View Dr Improvements	Valley View Dr	Scenic Dr to Crocker Rd	Add sidewalk, curb and gutter, and bicycle lanes from Scenic Drive to Crocker Road.	0.87	City of Albany	\$ 3,695,000	Modernization

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A126	West Thornton Lake Dr Improvements	West Thornton Lake Dr	North Albany Rd to Scenic Dr	Add sidewalk, bike lanes, curb, and gutter from North Albany Road to Scenic Drive.	1.33	City of Albany	\$ 6,097,000	Modernization
A127	Allen Ln Improvements	Allen Ln	Hwy 99 to Looney Ln	Add sidewalk, curb, and gutter from Highway 99E to Looney Lane.	0.51	City of Albany	\$ 2,689,000	Modernization
A131	Scaravel Hill Rd Improvements	Scaravel Hill Rd	US 20 north to UGB	Add sidewalk, curb, and gutter from US 20 (Santiam Hwy) to the urban growth boundary with a three-lane section from US 20 to north of Knox Butte Road and a two-lane section from north of Knox Butte Road to the UGB. Project cost assumes ROW for the three-lane section will be dedicated.	2.3	City of Albany	\$ 9,699,000	Modernization
A132	Quarry Rd Improvements	Quarry Rd	North Albany Rd to Springhill Dr	Add sidewalk, curb, and gutter from North Albany Road to Springhill Drive.	0.78	City of Albany	\$ 3,493,000	Modernization
A134	Goldfish Farm Rd Improvements	Goldfish Farm Rd	Dogwood Ave to US 20	Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.	0.7	City of Albany	\$ 4,444,000	Modernization
A138	US 20 Improvements	US 20	I-5 east to UGB	Add sidewalk, curb, gutter, and shoulder bike lanes to US 20 from Interstate 5 to the urban growth boundary	1.3	City of Albany	\$ 2,068,000	Modernization
A140	US 20 Superelevation and Widening	US 20	US 20 bridge-head to North Albany Rd	Correct superelevation issues at intersection along US 20. Widen US 20 for a third westbound through lane between the north US 20 bridge-head and North Albany Road.	0.32	City of Albany	\$ 3,122,000	Roadway Capacity Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A148	Bain Street/Waverly Lake Trail	New Trail Connection	Bain St to OR99 path	Construct a bike/ped bridge over Cox Creek to connect Bain Street to the existing Oregon 99E multi-use path under-crossing.	0.05	City of Albany	\$ 153,000	New Multi-Use Path
A154	Springhill Dr Sidewalks	Springhill Dr	Quarry Dr to railroad line	Construct sidewalks on both sides of Springhill Drive between Quarry Drive and the railroad line.	0.56	City of Albany	\$ 542,000	Sidewalk Infill
A156	99E: Burkhart to Waverly Ped Crossing	99E	Between Burkart St and Waverly Dr	Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive	-	City of Albany	\$ 129,000	Pedestrian Crossing Improvement
A157	Ferry St Sidewalks	Ferry St	Queen Ave to 34th Ave	Eliminate the sidewalk gaps on Ferry Street between Queen Avenue and 34th Street	1	City of Albany	\$ 725,000	Sidewalk Infill
A158	Columbus St Sidewalks	Columbus St	Del Rio Ave to 34th Ave	Eliminate the sidewalk gap on Columbus Street between Del Rio Avenue and 34th Avenue.	0.56	City of Albany	\$ 277,000	Sidewalk Infill
A159	Geary St Sidewalks	Geary St	Santiam Rd to 34th Ave	Eliminate the sidewalk gaps on Geary Street between Santiam Road and 34th Avenue.	1.73	City of Albany	\$ 791,000	Sidewalk Infill
A160	Airport Rd Sidewalks	Airport Rd	99E and I-5 SB off-ramp	Construct sidewalk on both sides of Airport Road between Oregon 99E and I-5 SB off-ramp. Construct sidewalk on the west side of Airport Road between I-5 SB off-ramp and US 20	0.92	City of Albany	\$ 485,000	Sidewalk Infill
A161	Killdeer St Sidewalks	Killdeer St	Airport Rd to Pacific Blvd	Eliminate the sidewalk gaps on Killdeer Street.	0.32	City of Albany	\$ 174,000	Sidewalk Infill

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A167	Interstate 5/OR 99E/Knox Butte	Knox Butte Rd/I-5 Ramps	Knox Butte Rd/I-5 Interchange Area	I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue & Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project	-	City of Albany	\$ 100,000	Study
A168	Interstate 5 / US 20 (Santiam)	I-5/US 20	I-5/US 20	I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer & Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.	-	City of Albany	\$ 100,000	Study
A182	Hwy 99/9th Ave/Geary St Safety Upgrades	Hwy 99/9th Ave/Geary St	Hwy 99/9th Ave/Geary St	Intersection safety upgrades	-	City of Albany	\$ 300,000	Intersection Safety Improvement
A183	Hwy 99/Pacific Ave/Geary St Signal Safety Upgrade	Hwy 99/Pacific Ave/Geary St	Hwy 99/Pacific Ave/Geary St	Signal safety upgrade	-	City of Albany	\$ 50,000	Intersection Safety Improvement
A187	Looney Ln Sidewalk	Looney Ln	Belmont Ave to Campbell Ct	Add sidewalk on east side	0.12	City of Albany	\$ 75,000	Sidewalk Infill

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A188	Liberty St Sidewalk	Liberty St	Queen Ave to 24th Ave	Fill in sidewalk gaps.	0.19	City of Albany	\$ 125,000	Sidewalk Infill
A189	Lexington St Sidewalk	Lexington St	Grand Prairie Rd to 30th Ave	Fill in sidewalk gaps.	0.12	City of Albany	\$ 55,000	Sidewalk Infill
A191	Del Rio Ave Sidewalk	Del Rio Ave	Waverly Dr to Shortridge St	Fill in sidewalk gaps.	0.27	City of Albany	\$ 150,000	Sidewalk Infill
A192	24th Ave West Sidewalk	24th Ave	Elm St	Fill in sidewalk gaps.	0.32	City of Albany	\$ 135,000	Sidewalk Infill
A193	28th Ave Sidewalk	28th Ave	Pine St to Geary St	Fill in sidewalk gaps.	0.1	City of Albany	\$ 40,000	Sidewalk Infill
A194	Belmont Ave Sidewalk	Belmont Ave	Looney Ln to Piedmont Pl	Fill in sidewalk gaps.	0.1	City of Albany	\$ 50,000	Sidewalk Infill
A195	24th Ave Reconstruction	24th Ave	Jackson St to Geary St	The project will reconstruct 0.66 miles of 24th Avenue. The existing pavement is heavily deteriorated. In addition to new pavement the project will construct infill sidewalks to improve access to Sunrise Elementary School, upgrade curb ramps at intersections to meet current ADA standards, and construct bicycle boulevard improvement as identified in Albany's TSP. The project is on 24th Avenue and will extend 0.66 miles from Jackson Street east to Geary Street.	0.96	City of Albany	\$ 1,100,000	Rehabilitation
A196	21st Ave Sidewalk	21st Ave	Waverly Dr to Center St	Fill in sidewalk gaps.	0.26	City of Albany	\$ 130,000	Sidewalk Infill

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A197	7th Ave Sidewalk	7th Ave	Jackson St to Madison St	Fill in sidewalk gaps.	0.27	City of Albany	\$ 300,000	Sidewalk Infill
A198	Columbus St Sidewalks North	Columbus St	Waverly to Becca Ct	Fill in sidewalk gaps.	0.38	City of Albany	\$ 300,000	Sidewalk Infill
A206	Albany Area Pavement Preservation and Maintenance	All Albany Area MPO collectors and arterials	Various Locations within the Albany Area MPO Boundary	Pavement preservation and maintenance projects will be identified on an ongoing basis consistent with prioritization process adopted by AAMPO (ongoing).	-	Albany Area MPO	\$ 25,109,100	Preservation
MC1	Main St widening	Main St	Hwy 99E east to UGB	Widen shoulders on both sides	0.89	City of Jefferson	\$ 20,000	Bike Improvement
MC6	Hwy 99E/North Ave Signal	Hwy 99E/North Ave	Hwy 99E/North Ave	Add northbound and westbound right-turn lanes and traffic signal.	-	City of Jefferson	\$ 275,000	Intersection Capacity Improvement
J2	5th St extension	5th St	North Ave to Jefferson-Scio Dr	Complete collector connection from North Ave to Jefferson-Scio Dr	0.05	City of Jefferson	\$ 800,000	New Roadway
J8	OR 164 Sidewalk	OR 164	Santiam River Bridge to north of Union St	New sidewalks on east side	0.18	City of Jefferson	\$ 36,000	Sidewalk Infill
J14	Greenwood St Sidewalk	Greenwood St	Main St to 3rd St	New sidewalks on both sides	0.16	City of Jefferson	\$ 37,500	Sidewalk Infill
J21	High St Sidewalks	High St	Main St to 3rd St	Fill in sidewalk gaps.	0.13	City of Jefferson	\$ 135,000	Sidewalk Infill
J24	7th St Sidewalks	7th St	Maple Ct to Greenwood Dr	Fill in sidewalk gaps.	0.45	City of Jefferson	\$ 200,000	Sidewalk Infill
T2	McFarland Dr Bikeway	McFarland Dr	99E to Old Hwy 34	Add shoulder bikeways	0.91	City of Tangent	\$ 33,000	Bike Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
T4	McFarland Dr Bike Lanes	McFarland Dr	Hwy 34 to Lake Creek Dr	Add shoulder bike lanes	1.15	City of Tangent	\$ 174,000	Bike Improvement
T5	Old Hwy 34 On-Street Bike Lane	Old Hwy 34	Looney Ln to 99E	Add on-street bike lane	0.52	City of Tangent	\$ 214,000	Bike Improvement
T6	Tangent Dr On-Street Bike Lane	Tangent Dr	99E to City Limits	Add on-street bike lane (City Portion)	1	City of Tangent	\$ 149,000	Bike Improvement
T13	Hwy 99E Sidewalks	Hwy 99E	Old Hwy 34 to south City Limits	Install sidewalks	2.66	City of Tangent	\$ 1,088,000	Sidewalk Infill
T17	McFarland Dr Sidewalks	McFarland Dr	UGB to N Lake Creek Rd	Install curb, gutter, and sidewalks on both sides	0.19	City of Tangent	\$ 112,000	Modernization
T18	N Lake Creek Dr Sidewalks	N Lake Creek Dr	Meadow Lark Loop to west UGB	Install curb, gutter, and sidewalks on the south side	0.85	City of Tangent	\$ 79,000	Modernization
T20	Old Hwy 34 Sidewalks	Old Hwy 34	Looney Ln east to UGB	Install curb, gutter, and sidewalks on the south side. Install on north side between Looney Ln and approximately 500' east of railroad tracks	0.69	City of Tangent	\$ 881,000	Modernization
T22	Tangent Dr Sidewalks	Tangent Dr	Hwy 99E east to UGB	Install curb, gutter, and sidewalks on both sides	1	City of Tangent	\$ 515,000	Modernization
T32	Tangent Dr Rail Crossing Bike/Ped Improvements	Tangent Dr	Tangent Dr Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement
T33	Birdfoot Dr Rail Crossing Bike/Ped Improvements	Birdfoot Dr	Birdfoot Dr Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
T34	Old Hwy 34 Rail Crossing Bike/Ped Improvements	Old Hwy 34	Old Hwy 34 Rail Crossing	Improvements to Ped/Bike rail crossing facilities	-	City of Tangent	\$ 500,000	Pedestrian Crossing Improvement
T37	OR 99E Pedestrian Crossing	OR 99E	North Lake Creek to Tangent Drive	Install pedestrian crossing	-	City of Tangent	\$ 100,000	Pedestrian Crossing Improvement
LC1	Closure of Columbus St Hwy 34 Access	Columbus St	Columbus St/Hwy 34	Right-in Right-out only	-	Linn County	\$ 50,000	Intersection Safety Improvement
LC2	Seven Mile Ln Improvements	Seven Mile Ln	Columbus St to I-5 Bridge	Improvement of Seven Mile Lane from Columbus to I-5 bridge	1.15	Linn County	\$ 3,000,000	Modernization
LC6	Truax Creek Bridge Replacement	Old Salem Rd	Truax Creek	Project adds bike lanes and a sidewalk to a portion of the road in relation to the bridge replacement. (Only the AAMPO funded portion of larger bridge replacement project.)	-	Linn County	\$ 281,000	Modernization
LC8	Clover Ridge Rd Improvements	Clover Ridge Rd	Knox Butte Rd to AAMPO Boundary	Clover Ridge Road going north from Knox Butte Road with ODOT's closure of Century Drive	0.86	Linn County	\$ 2,000,000	Modernization
LC10	Tangent Dr Improvements	Tangent Dr	99E to City Limits	Add curb, gutter, sidewalk	1	Linn County	\$ 1,200,000	Modernization
LC13	Grand Prairie Road Bridge Widening	Grand Prairie Rd	I-5 Bridge	Widen Bridge to provide safe passage for Bicycles and Pedestrians	-	Linn County	\$ 2,000,000	Bridge Replacement
LC16	Goldfish Farm Rd Bridge Replacement	Goldfish Farm Rd	Cox Creek	Bridge Replacement and Widening	-	Linn County	\$ 400,000	Bridge Replacement

AAMPO RTP: Financially Constrained Project List

ID	Project Name	Roadway/ Trail	Location	Description	Length (miles)	Area	Cost	Project Type
LC17	Clover Ridge Road Bridge Replacement	Clover Ridge Road	Truax Creek	Widen and replace bridge to include sidewalks and bike lanes and stormwater treatment	-	Linn County	\$ 1,500,000	Bridge Replacement
LC19	Queen Avenue ADA Transition Requirements	Queen Avenue	Queen Ave to Riverside Drive	Curb, gutter sidewalk and ADA improvements	0.39	Linn County/City of Albany	\$ 1,500,000	Modernization
M1	Old Salem Road ADA Transition Improvements	Old Salem Road	City of Albany to Duraflake Entrance	Add Curb Gutter and Sidewalk and ADA improvements to meet current ADA Requirements	1.65	City of Millersburg	\$ 2,000,000	Modernization
M2	Woods Rd Reconstruction Phase 1	Woods Rd	North of Alexander Lane	Two Phases: Reconstruct Woods Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	1.18	City of Millersburg	\$ 750,000	Modernization
M3	Woods Rd Reconstruction Phase 2	Woods Rd	South of Alexander Lane	Two Phases: Reconstruct Woods Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	1.18	City of Millersburg	\$ 750,000	Modernization
M8	Old Salem Rd Sidewalk Improvements	Old Salem Rd	I-5 SB Off-Ramp to Nygren Road	Construct new sidewalks along west side of Old Salem Road, north of Nygren Road	2.6	City of Millersburg	\$ 200,000	Sidewalk Infill
M9	Morning Star Road Reconstruction - Urban Conversion	Morningstar Rd	Old Salem Road to Millersburg Drive	Reconstruct Morningstar Rd to arterial cross-section (bike lanes, curb, gutter, sidewalk)	0.1	City of Millersburg	\$ 650,000	Modernization

Aspirational Project List

Should additional funding become available, the Aspirational Project List identifies a pool of projects developed in addition to the Financially Constrained Project List to address the region's transportation need for the next 20 years.

Figure 8-2: Aspirational Project List

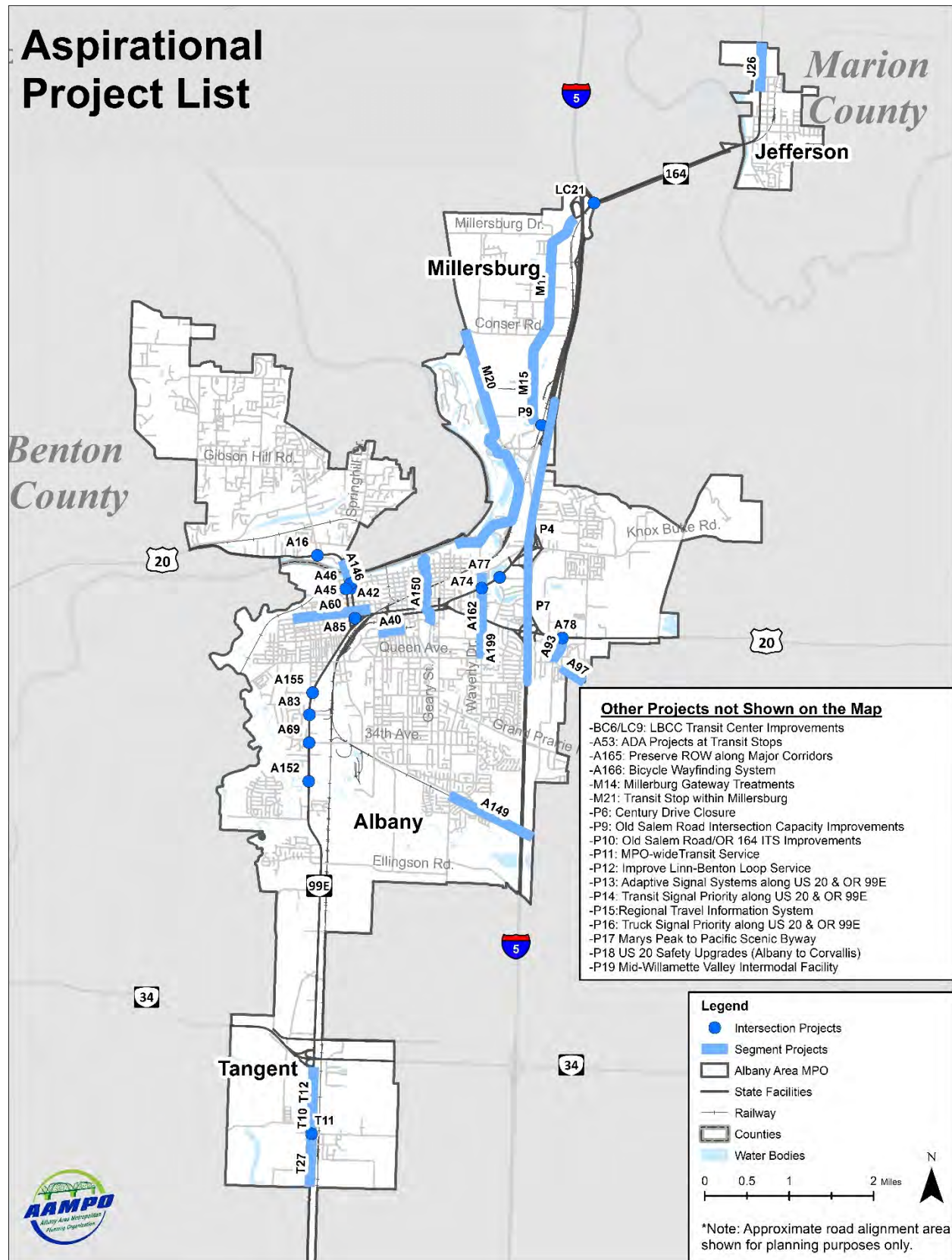


Table 8-2: Aspirational Project List

AAMPO RTP: Aspirational Project List								
ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
BC6	LBCC Transit Center	LBCC Transit Center	LBCC Albany campus	Safety Improvement	-	City of Albany	\$500,000	Transit
A16	US 20/North Albany Road Intersection Capacity Upgrade	US 20/North Albany Road	US 20/North Albany Road	On North Albany Road: eliminate split-phasing, convert southbound right to shared through-right lane & convert southbound through-left to left-only lane, creating dual southbound left-turns. Install westbound right-turn overlap phasing. Implement actuated-coordinated signal control, and develop signal coordination between Springhill Road and North Albany Road for better traffic progression along US 20 during peak periods.	-	City of Albany	\$40,000	Intersection Capacity Improvement
A40	12th Ave (West) Bike Boulevard	12th Ave	Hill St to Jackson St	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 12th Avenue from Hill Street to Jackson Street. Signs will be added to direct bicyclists to the existing path near the Boys and Girls Club.	0.32	City of Albany	\$32,000	Bike Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A42	US 20 (Lyon St)/2nd Ave Intersection Capacity Upgrade	US 20 (Lyon St)/2nd Ave	US 20 (Lyon St)/2nd Ave	Restripe for a new 100-foot eastbound exclusive left-turn lane, removing a portion of on-street parking on 2nd Avenue. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and eastbound progression.	-	City of Albany	\$23,000	Intersection Capacity Improvement
A45	US 20 (Lyon St)/1st Ave Intersection Capacity Upgrade	US 20 (Lyon St)/1st Ave	US 20 (Lyon St)/1st Ave	Convert northern westbound through lane to a shared thru-right lane on 1st Avenue. Close crosswalk on north leg of intersection. Restripe for a new 100-foot northbound exclusive left-turn lane, removing a portion of on-street parking on west side of Lyon Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and westbound progression.	-	City of Albany	\$22,000	Intersection Capacity Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A46	US 20 (Ellsworth St)/2nd Ave Intersection Capacity Upgrade	US 20 (Ellsworth St)/2nd Ave	US 20 (Ellsworth St)/2nd Ave	Restripe for a new southbound exclusive left-turn lane on Ellsworth, removing a portion of on-street parking on eastside of Ellsworth Street. Initially restripe only 100 feet from intersection, but may need to extend to 250 feet (full block length) due to 2030 projected queuing (Cost estimates are based on 250 feet restriped lane). Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression. It will also include a bike signal phase to get WB cyclists on 1st across the highway, and allow for retention of the ped crosswalk at the same location.	-	City of Albany	\$17,000	Intersection Capacity Improvement
A53	ADA Accessibility Projects	N/A	All Albany	Improved Pedestrian Crossings at Transit Stops	-	City of Albany	\$430,000	Pedestrian Crossing Improvement
A60	7th Ave Bike Boulevard	7th Ave	Takena St to Cool! Swim Park	Install bike boulevard treatments including wayfinding, traffic calming, and intersections treatments as deemed necessary on 7th Avenue from Takena Street to Cool! Swim Park.	0.93	City of Albany	\$95,000	Bike Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A69	OR 99E/34th Ave Intersection Capacity Upgrade	OR 99E/34th Ave	OR 99E/34th Ave	Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations. Install second westbound 125-foot left-turn lane on 34th Avenue. Assumes current YMCA access is relocated east along 34th Avenue to edge of property. Other option is to convert YMCA access on 34th to right-in, right-out and develop full 200 foot WB left-turn lanes on 34th. Install a second southbound left-turn lane.	-	City of Albany	\$648,000	Intersection Capacity Improvement
A74	OR 99E/Waverly Ave Intersection Capacity Upgrade	OR 99E/Waverly Ave	OR 99E/Waverly Ave	Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing. Obtain right-of-way for an exclusive southbound right-turn lane at time impacted parcel redevelops and construct when warranted (cost for this improvement identified separately under other costs).	-	City of Albany	\$959,000	Intersection Capacity Improvement
A77	OR 99E/Killdeer Ave Intersection Capacity Upgrade	OR 99E/Killdeer Ave	OR 99E/Killdeer Ave	Install 100 foot eastbound right-turn lane on Hwy 99E. Only if needed to meet OHP mobility standards.	-	City of Albany	\$3,207,000	Intersection Capacity Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A78	US 20/Timber St Signal	US 20/Timber St	US 20/Timber St	Develop a traffic signal once warrants are met and once Timber Street extension (link project #L4) is complete. Install 125 foot eastbound right-turn lane and overlap phasing. Install third eastbound through lane when warranted by Highway 20 traffic volumes.	-	City of Albany	\$571,000	Intersection Capacity Improvement
A83	OR 99E/29th Ave Intersection Capacity Upgrade	OR 99E/29th Ave	OR 99E/29th Ave	Restripe both eastbound and westbound approaches to include an exclusive left-turn lane and a shared through-right on 29th Ave. Increase curb return radius and relocate signal poles as needed.	-	City of Albany	\$106,000	Intersection Capacity Improvement
A85	OR 99E/Lyon St Intersection Capacity Upgrade	OR 99E/Lyon St	OR 99E/Lyon St	NB Ramp: Install a second northbound left-turn lane from the 99E off-ramp and a second receiving lane NB on Lyon Street. SB Ramp: Install second NB through lane on Lyon Street.	-	City of Albany	\$205,000	Intersection Capacity Improvement
A93	Timber St Extension	Timber St	US 20 to Three Lakes Rd	Extends Timber Street south of US 20 to connect to the Three Lakes Rd/Spicer Dr intersection. The design and alignment review will be completed with the I-5 Corridor Study (project S10). Alternate routes for the Industrial Way ingress/egress will be considered.	0.33	City of Albany	\$2,708,000	New Roadway
A96	Spicer Dr Extension (West of Timber St)	Spicer Drive	Circle Dr to Timber St	Extend Spicer Drive east from Circle Drive to Timber Street.	0.12	City of Albany	\$982,000	New Roadway

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A97	Spicer Dr Extension (East of Timber St)	Spicer Drive	Timber St to Goldfish Farm Rd	Extend Spicer Drive east from Timber Street to Goldfish Farm Road.	0.33	City of Albany	\$1,666,000	New Roadway
A146	Albany-Corvallis Multiuse Path River Crossing	New Trail	From Springhill Rd to across the Lyon Street bridge	Construct bike/ped bridge over the Willamette River and extending to Springhill Road using the existing US 20 (Lyon Street) bridge	-	City of Albany	\$761,000	New Multi-Use Path
A149	Lebanon Trail	New Trail	Columbus St east to UGB	Construct a multi-use path parallel to the railroad tracks south of Del Rio Avenue from Columbus Street to the Urban Growth Boundary to provide for a future connection to Lebanon.	1.11	City of Albany	\$581,000	New Multi-Use Path
A150	Periwinkle Trail Extension	Periwinkle Trail	10th Ave to Willamette River	Extend Periwinkle Creek Trail north from the existing terminus at 10th Avenue to the Willamette River.	0.91	City of Albany	\$1,528,000	New Multi-Use Path
A152	99E/Oak Creek Ped Crossing	99E/Oak Creek Trail	99E/Oak Creek Trail	Construct hybrid pedestrian signalized crossing improvement at Oregon 99E/Oak Creek Trail	-	City of Albany	\$129,000	Pedestrian Crossing Improvement
A155	99E/24th Ave Ped Crossing	99E/24th Ave	99E/24th Ave	Construct a pedestrian signalized crossing improvement at Oregon 99E/24th Avenue.	-	City of Albany	\$129,000	Pedestrian Crossing Improvement
A162	Waverly Dr Sidewalks	Waverly Dr	Salem Ave to Queen Ave	Construct sidewalks to fill gaps on Waverly Drive between Salem Avenue and Queen Avenue.	1.01	City of Albany	\$88,000	Sidewalk Infill
A165	Major Corridors	Hwy 99, US 20, Geary St, and others	Hwy 99, US 20, Geary St, and others	Preserve ROW along busy corridors (Hwy 99E, US 20, Geary, and others listed in Memo #6C) with redevelopment to plan for growth near 2030.	-	City of Albany	*	Study

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
A166	Wayfinding	N/A	All Albany	Develop a plan to provide a wayfinding system for cyclists on on-street and off-street bikeways. The plan should identify locations, text and design of wayfinding signs.	-	City of Albany	\$25,000	Study
A199	Waverly Dr Rehabilitation	Waverly Dr	Santiam Hwy to Queen Ave	Project includes a 2-inch asphalt-grind inlay, updated curb ramps, and improved street lighting. Consider replacing 12-inch AC water line on this segment of road ahead of or in conjunction with this project.	0.46	City of Albany	\$600,000	Preservation
J26	OR 164 Modernization	OR 164	North Ave to Talbot Rd	Add curb, gutter, sidewalk and bike lanes	0.58	City of Jefferson	\$7,600,000	Modernization
T10	Hwy 99E On-Street Bike Lane	Hwy 99E	Hwy 34 to Post Office	Add on-street bike lane	1.23	City of Tangent	\$26,000	Bike Improvement
T11	Hwy 99E/Tangent Dr Signal	Hwy 99E/Tangent Dr	Hwy 99E/Tangent Dr	Add traffic signal	-	City of Tangent	\$180,000	Intersection Capacity Improvement
T12	Hwy 99E Raised Median	Hwy 99E	North of N Lake Creek Rd	Install raised median barrier north of N Lake Creek Dr	0.20	City of Tangent	\$87,000	Roadway Safety Improvement
T27	Hwy 99E Turn Lane	Hwy 99E	Hwy 34 south to UGB	Install center left turn lane between existing 5-lane section near Hwy 34 and south UGB	1.16	City of Tangent	\$207,000	Roadway Capacity Improvement
LC9	LBCC Transit Center	LBCC Transit Center	LBCC Campus	Transit Center at LBCC Campus (Linn County funded portion) - including multimodal and bicycle access into the LBCC campus	-	Linn County	*	Transit

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
LC21	OR 164/I-5 NB Ramps New Signal	OR 164/I-5 NB Ramps	OR 164/I-5 NB Ramps	Install new signal	-	Linn County	\$2,000,000	Intersection Capacity Improvement
M14	Millersburg gateway treatments	Millersburg gateway treatments	City of Millersburg Entrance	Provide gateway treatments at northern and southern end of Millersburg (Old Salem Rd)	-	City of Millersburg	*	Roadway Capacity Improvement
M15	Reconstruct Old Salem Rd	Old Salem Road	I-5 SB Off-Ramp to Nygren Road	Reconstruct Old Salem road to arterial cross-section (bike lanes, curb, gutter, sidewalk) [M8 sidewalk construction on the Financially Constrained Project list]	13728.00	City of Millersburg	\$25,735,503	Modernization
M17	Old Salem Road Shared-Use Path	Old Salem Road	I-5 SB Off-Ramp to Nygren Road	Construct a 10-12 foot wide bicycle and pedestrian path parallel to Old Salem Road from the North City Limit to South City Limit and within existing ROW (see PMT meeting hand-out describing options)	13728.00	City of Millersburg	\$2,401,027	New Multi-Use Path
M20	"Four Lakes" Trail	"Four Lakes" Trail	City of Millersburg	Complete Feasibility Plan and construct "Four Lakes" Trail - from Conser Road along the Willamette River to Simpson Park and south to Bowman Park and Dave Clark Trail (Albany). Coordinated with Conser Road/UPRR Crossing Improvement	3.28	City of Millersburg	\$824,057	New Multi-Use Path
M21	Transit Stop	City of Millersburg	City of Millersburg	Identify general location of future transit stops and amenities	-	City of Millersburg	\$33,759	Transit
P6	Century Drive Closure	Century Dr	Knox Butte to Dunlap	Terminate Century Drive at Knox Butte and create a cul-de-sac (see P7)	-	City of Albany	\$8,480	Road Closure

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
P9	Old Salem Road/Old Salem Road Intersection Capacity Improvements	Old Salem Road/Old Salem Road	Old Salem Road/Old Salem Road	PLACEHOLDER [The idea is to - Improve capacity (add turn lanes) at intersection of Old Salem Rd at Old Salem Rd]	-	City of Millersburg	*	Intersection Capacity Improvement
P10	Old Salem Road/OR 164 ITS Improvements	Old Salem Road/OR 164	Old Salem Road/OR 164	PLACEHOLDER [Old Salem Rd/OR 164 as an alternate/parallel route to I-5 – increase signage/ITS]	-	City of Millersburg	*	Roadway Improvement
P11	Transit Service between Jefferson, Millersburg and Albany	Old Salem Road/OR164	Old Salem Road/OR164	PLACEHOLDER [Provide Transit service to Millersburg and Jefferson along Old Salem Rd and OR 164. This could include a look along Millersburg Drive and Alexander Lane]	-	Albany Area MPO	*	Transit
P12	Improve Linn Benton Loop	OR 34	OR 34	PLACEHOLDER [Enhance transit service between Albany and Corvallis]	-	Linn County	*	Transit
P13	Adaptive Signals	US 20, OR99E	AAMPO Area	PLACEHOLDER [Install/Implement Adaptive Signals Systems along US 20 and OR99E]	-	Albany Area MPO	\$30,000/ per intersection	Roadway Improvement
P14	Transit Signal Priority	US 20, OR99E	AAMPO Area	PLACEHOLDER [Implement TSP at key intersections along transit routes. If possible identify locations for queue jumps]	-	Albany Area MPO	\$50,000/per approach	Transit
P15	Regional Traveler Information System	I-5, US 20, OR 99E	AAMPO Area	PLAXEHOLDER [Install real-time traveler information system, including railroad crossing times]	-	Albany Area MPO	*	Roadway Improvement
P16	Truck Signal Priority	US 20, OR99E	AAMPO Area	PLACEHOLDER [Implement truck signal priority at key intersections along transit routes]	-	Albany Area MPO	\$50,000/per approach	Roadway Improvement

AAMPO RTP: Aspirational Project List

ID	Project Name	Roadway/Trail	Location	Description	Length (miles)	Area	Cost	Project Type
P17	Marys Peak to Pacific Scenic Byway	Along OR 34	I-5 to Waldport	The proposed scenic byway stretches from I-5 in Linn County, through Tangent on to, Corvallis, Philomath, and Alesa in Benton County, then to Tidewater, and Waldport along OR 34 in Lincoln County with spurs branching out to Marys Peak and Alesa Falls	-	Albany Area MPO	*	New trail
P18	US 20 Safety Upgrades	US 20	City of Albany to City of Corvallis	US 20 Safety Upgrades. To be funded through House Bill 2017. Note: Majority of the improvements to be constructed will be in Benton County outside the AAMPO area.	-	Albany Area	\$20,000,000	Safety
P19	Mid-Willamette Valley Intermodal Facility	-	To be determined	Construct an intermodal facility a specific location has not been determined, however Millersburg has been identified as a potential candidate site.	-	To be determined	\$25,000,000	Freight

Transit Development Plan

The Transit Development Plan provides guidance for transit operational improvements for the Albany area. It provides details on three scenarios that create a vision, projects, and strategies for transit over the short, medium, and long-term time frames. The Transit Development Plan⁴¹, which will be approved by the MPO Board separately from this RTP, is consistent with the RTP goals, policies, and recommended projects. The short-term scenario is considered part of the Financially Constrained package for the RTP. Medium and long-term scenarios, as well as supporting programs and policies, are considered aspirational. Ultimately, the City of Albany (via the Albany Transit System) and other local and regional transit providers have the responsibility of implementing guidance from the Transit Development Plan, coordinating with other transit providers as needed, and maintaining the plan as new data become available.

- **Short-Term (1–3 years):** This scenario continues covering nearly all areas served today but reduces frequency to every 90 minutes. The longer frequencies address low on-time performance by adding running time to each route. See Figure 8-3
- **Medium-Term (5–10 years):** This scenario assumes one additional vehicle, and an 80 percent increase in service hours. There would be six routes covering much of the same service area as today, at 60-minute headways. See Figure 8-4
- **Long-Term (15–25 years):** The unconstrained scenario lays out a vision for a frequent and connected system. This scenario offers two routes with 30-minute headways, three at 60 minutes, plus one peak-hour commuter route to Jefferson. It adds four times more service hours. See Figure 8-5

⁴¹ Albany Area Regional Transportation Plan – Transit Development Plan, Nelson\Nygaard, November 1, 2017.

Figure 8-3: Short-Term Network

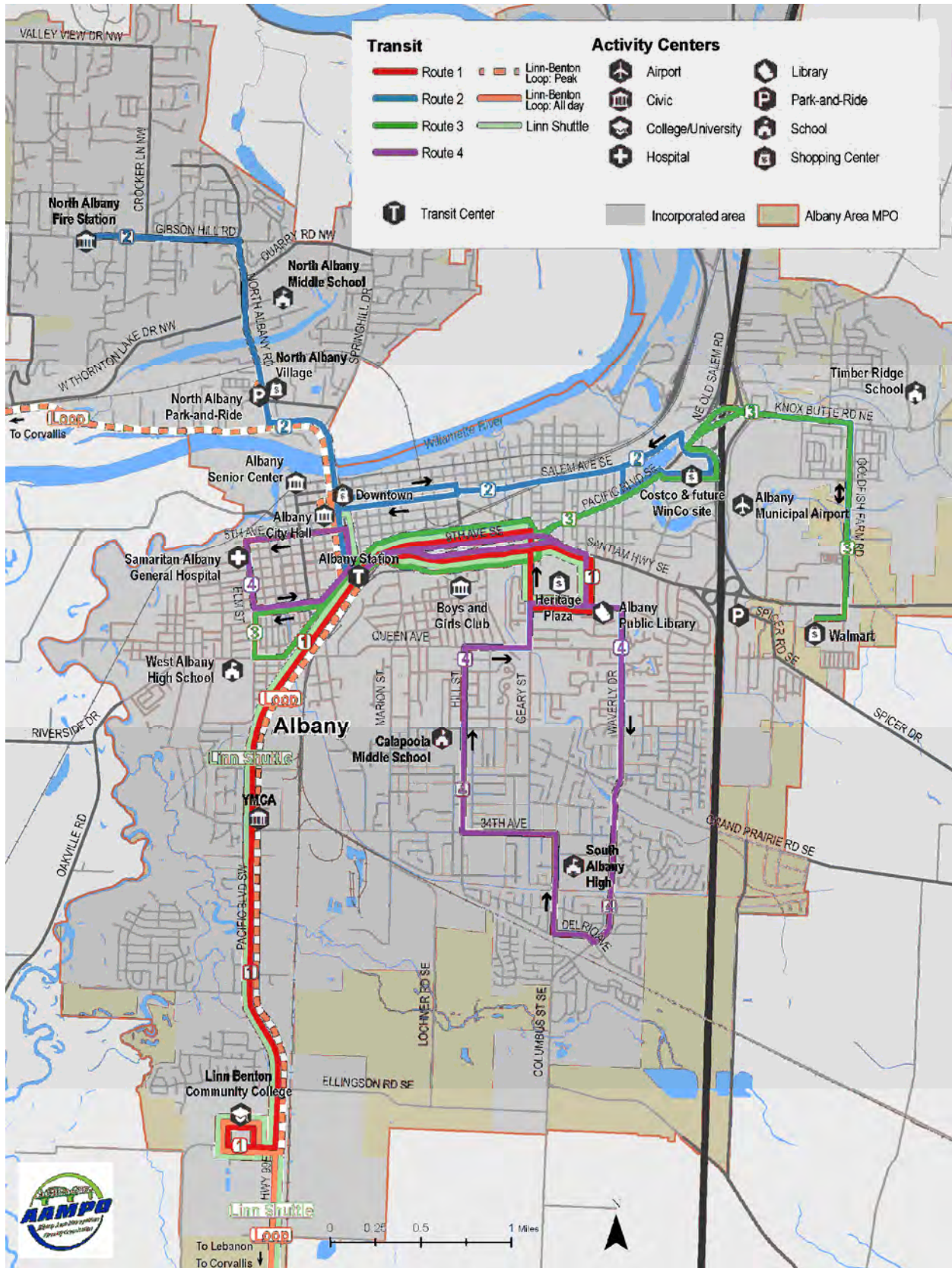
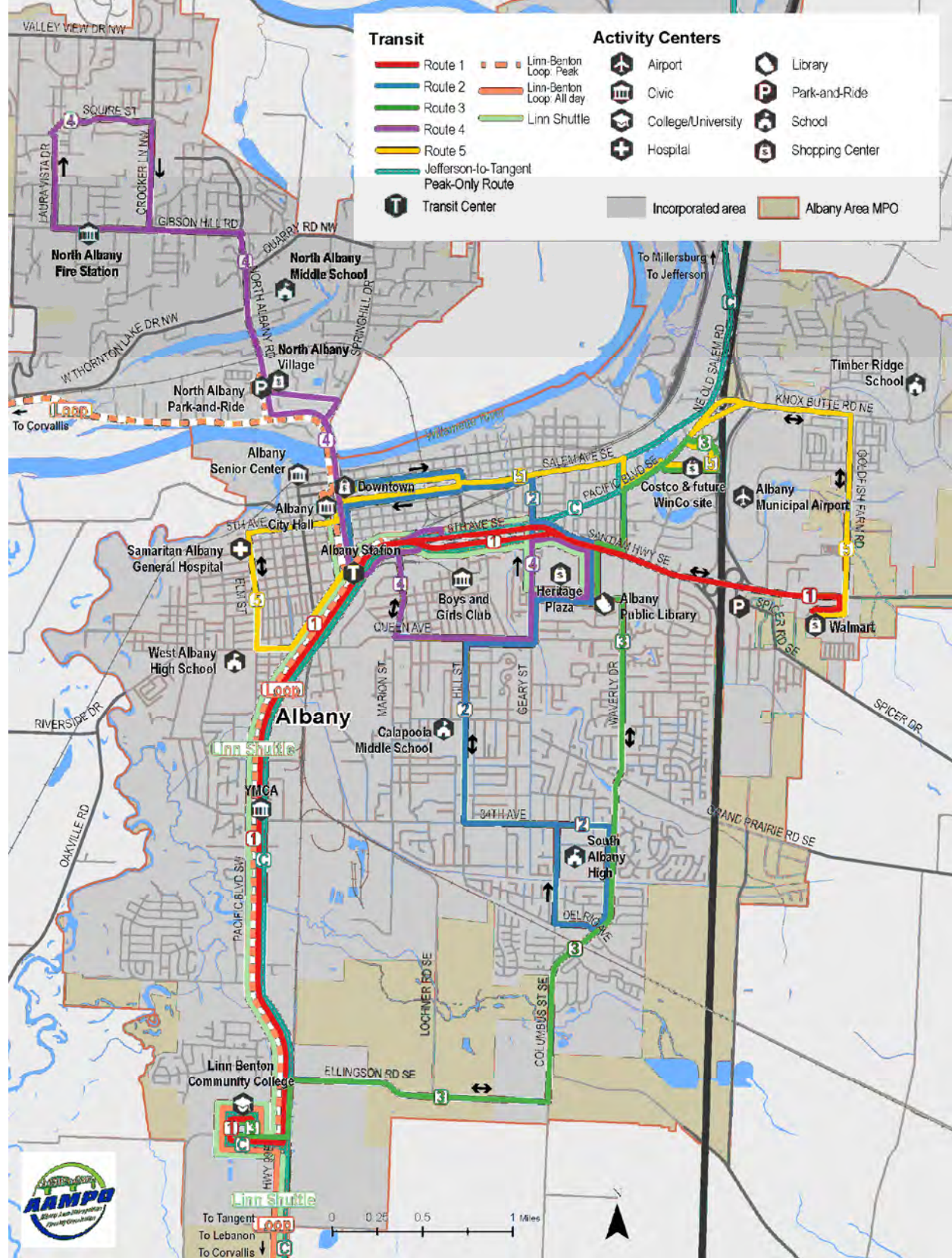


Figure 8-4: Medium Term Network



Figure 8-5: Long Term Network



Key Programmatic Recommendations

Successful transit systems provide balanced fare prices and pass programs, clear and relevant public information, and effective technology. These policies and programs help ensure that the system is accessible for people of all incomes, convenient, understandable, and efficient. The transit program elements apply in all future service scenarios.

Public Information and Marketing

If the public is not aware of how the system works, or how to board a bus, the public investment in the service will see few benefits. Marketing includes efforts to educate the public on where, when, and how to use transit. The following strategies elevate ATS' profile in the community.

- Advertise in multiple formats and channels.
- Remove language barriers for Spanish-speaking riders.
- Offer travel training.

System Branding

Maintaining a single brand for vehicles, bus stops and materials increases the visibility of the transit service, develops public recognition and acceptance of the service, and informs the public that all services and stops work together as a single system. This is especially important for ATS because it operates multiple transit service products (ATS local routes, the Loop, and Albany Call-A-Ride), and has transit service interacting closely with other transit services in the area.

ATS has indicated that it needs a refresh of their logo and branding. The best time for such a change is when there is a noticeable change in service, such as a route restructure or improvement in service frequency. ATS should consider a refresh of ATS' brand at the same time they implement a service change, particularly the Short-Term or Medium-Term phase. It could help ATS to use the branding to distinguish between its service products to clarify the management, funding and operating conditions resulting in the different service and policy structures in each service.

System and Route Maps

Maps and schedules are the primary tool people use to obtain information about ATS. The accessibility, legibility and simplicity of these maps and schedules enhance comprehension of the system. ATS' current map is good quality, showing all street names and indicating time points. The following recommendation could improve the existing maps and access to information.

- Reduce number of timepoints to 10.
- Replace timepoint icons on map with numbers or letters to correspond with timepoint labels in the schedule.
- Replace labels for points of interest with actual names of places.
- Add more major destinations to the map. Use stop-level ridership or public requests to identify additional destinations.

- Add the Loop, or show connections to the Loop, on the map. Many ATS passengers use the Loop, and transfers between the two services can be facilitated by clearly identifying where these connections occur.
- Create route-specific maps to provide details on stop locations and key destinations along the route.

Technology

Technology for public transportation and related travel options is changing rapidly and in ways that are difficult to predict over the long-term. ATS plans to implement some or all of the strategies below, while maintaining a flexible approach to improving the transit system with new technologies as appropriate to the system. The following technology strategies will improve service delivery.

- Traveler information system hardware
- Automatic passenger counter
- Customer Information

Fares

The base fare for ATS is \$1 per trip. Transfers between Routes 2 and 3 at Albany Station or at the Jackson Street Transfer Stop are free. Fare-paying Loop passengers can also board Route 3 without any additional charge if they transfer from Loop at LBCC and travel to Albany Station.

Albany can implement a transfer system that allows passengers to transfer without any additional charge to another route within 90 minutes. This can be handled inexpensively with paper transfers, or ATS could invest in magnetic swipe cards, mobile apps and other methods to enable transfers.

In terms of how much passengers pay to use ATS, the \$1.00 cost per trip is comparable to its peers. Additionally, the survey indicated that 54 percent of ATS passengers use a free college pass to board. This suggests that an increase in the fare is unlikely to provide a significant increase in fare revenue, as it would impact less than half of all passengers.

Therefore, it is recommended that the fares remain unchanged for the short-term. ATS is an important service that many low-income households and all-purpose riders depend upon. An increase to the cost of this service is likely to place an increased financial burden on passengers, especially those who do not have access to a free fare, and may reduce overall ridership.

Chapter 9: Evaluation and System Performance

Environmental Screening

During the project development and evaluation process, the environmental impacts were assessed for each project package based on air quality, greenhouse gas emissions and natural and cultural resources at risk. In addition, *Moving Ahead for Progress for the 21st Century* (MAP-21), established environmental-specific performance measures to provide a performance and outcome-based program to help states prioritize transportation investments to be consistent with the seven national goals. The Environmental Screening section includes a discussion of the potential environmental impacts of the proposed project packages.

Methodology and Results

To determine the impact on the environment, travel volume and delay outputs from the CALM travel model were utilized with sketch-level tools to estimate the air quality and greenhouse gas emissions under the Financially Constrained project package. A high-level spatial analysis was used to estimate the impact to natural and cultural resources at risk for each project package.

Air Quality

Transportation decision making can impact air quality, as regulated under the Clean Air Act, in a variety of ways including the emission of Criteria Air Pollutants (e.g. carbon monoxide, ozone, and particulate matter) during the construction and operation of transportation projects.

The annual emissions for each project package were estimated using a simplified version of the EPA Motor Vehicle Emission Simulator (MOVES). VMT by mode data from the CALM travel model was used to provide the main inputs into the emissions model. The emissions model also contains key assumptions about the future vehicle fleet, assuming less old high-emissions vehicles on the road by the year 2040. Table 9-1 identifies expected reduction in total emissions for the Financially Constrained project package for the AAMPO area.

Table 9-1: Air Quality Results

Scenario	Criteria Air Contaminants*						Air Toxics**		
	NO _x	SO ₂	PM _{2.5}	CO	VOCs	Total	Benzen e	Diesel PM	Total
Financially Constrained	0.059	0.001	0.002	0.317	0.004	0.384	0.102	1.006	1.108

*Criteria Air Contaminants reported in thousands of annual short tons

**Air Toxics reported in annual short tons

Greenhouse Gas Emissions

Greenhouse gas emissions refers to the energy consumed and greenhouse gases emitted during the design and construction of transportation projects, as well as during transportation operations. Transportation decision making can impact energy consumption and greenhouse gas emissions in a variety of ways, including the decision of the types of capital projects to invest in (highway, transit, bike, or pedestrian, etc.), the types of programs to invest in (e.g. transportation demand management programs), and/or policies to implement (e.g. road pricing or parking fees that can discourage single occupancy vehicle travel), among others.

The life-cycle CO_{2E} was used as the greenhouse gas emissions measurement. The CO_{2E} emissions scenario were calculated using the same process as used for air quality (simplified version of MOVES). The greenhouse gas emissions for the Financially Constrained project package are summarized in Table 9-2.

Table 9-2: Greenhouse Gas Emissions Results

Scenario	Annual Life Cycle CO _{2E} (millions of metric tons)
Financially Constrained	0.1036

Resources at Risk

Resources at risk refers to the presence and diversity of species (both plant and animal) as well as the conservation of critical habitat. Transportation decision making can influence biodiversity in several ways, including decisions regarding where and how to develop (impacts to habitat), creating impacts to the environment that are harmful to threatened and endangered species (air, water, and noise pollution, etc.), and construction and design techniques (split profile roadways, wildlife crossings, etc.), among others.

The following environmental and cultural resources at risk were analyzed:

- Endangered Animals
- Fish Habitats
- Endangered Plants
- Vegetation
- Wildlife Habitats
- Wetlands
- Geological Hazards (including hazardous materials locations)
- Parks
- Historic Buildings

Project impacts on the resources listed above were evaluated through weighted criteria based on project type (i.e. new roadway, roadway/intersection widening) and proximity to resources. Each project was assigned a weighted score representing the total impacts to natural, built, and cultural resources for each scenario.

Both project packages received a high score due to the potential construction impacts to one primary natural resource risk: Hazardous materials sites (mainly existing or old gas stations). There are many projects in the central Albany area and along key commercial corridors (US 20, OR 99E). Many of these projects would occur near sites with potential underground pollution

plumes, which, if exposed, could create major environmental run-off and groundwater issues. These potential impacts were identified as key consideration in project development for implementing capital improvements.

Summary

The environmental information collected as part of the AAMPO Area transportation planning process can be used to identify and document potentially affected environmental resources. This information can be used to inform future decisions to minimize environmental impacts of any transportation improvement being considered.

Regional Intersection Mobility

Intersection operations were analyzed based on the 2000 Highway Capacity Manual⁴² for signalized intersections and 2010 Highway Capacity Manual⁴³ for unsignalized intersections. Of the 28 study intersections, there are four unsignalized intersections and three signalized intersections that are not expected to meet their respective mobility targets under the 2040 average weekday p.m. peak hour (Financially Constrained) conditions. An additional four locations (eleven total) that would not meet their respective mobility targets during the 2040 seasonal peak (Financially Constrained) conditions.

However, intersection operations are expected to improve under both the 2040 average weekday p.m. peak hour and 2040 seasonal peak (Financially Constrained) conditions at three intersections Knox Butte Road/Century Drive & I-5 NB Off Ramp, Queen Avenue/Pacific Highway (OR 99E) and Springhill Drive/Albany-Corvallis Highway (US 20). In addition, intersection operations are expected to improve under the 2040 average weekday p.m. peak hour (Financially Constrained) conditions at the Waverly Drive/Santiam Highway intersection.

Assuming the Albany Area MPO grows in accordance with its current adopted land use plan several intersections along state highways (I-5, US 20, OR 99E, OR 164) and Knox Butte Road will not be able to meet ODOT's v/c ratio-based mobility targets. In this situation (which is common in communities with roadways that experience high travel demands and have limited funding and/or significant constraints for improvements), adoption of alternative mobility targets is likely appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting realistic alternative targets can provide a more reasonable target to help balance performance expectations with local economic and growth needs.

⁴² 2000 *Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

⁴³ 2010 *Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

Regional Performance Metrics

The performance metrics adopted by this AAMPO RTP provide a gauge for assessing how well decisions further regional and national goals. They will help the MPO to monitor transportation system performance and progress toward achieving the RTP Goals and Objectives as the recommendations are implemented. The performance metrics are consistent with MAP-21 requirements and the Oregon Transportation Planning Rule (TPR).

Performance Measures Overview

MAP-21 established a performance- and outcome-based program. The objective of this program is for States and MPOs to invest resources in projects that collectively make progress toward the achievement of the national goals.

Under MAP 21, USDOT established performance measures for states and MPOs to follow along with targets to support the measures. The performance metrics are grouped into three categories safety, infrastructure and system performance. The performance metrics included in order to fulfill MAP-21 requirements are as follows:

Safety

- Number of fatalities
- Rate of fatalities (fatalities per 100 million VMT)
- Number of serious injuries
- Rate of serious injuries (serious injuries per 100 million VMT)
- Number of non-motorized fatalities and non-motorized serious injuries

Infrastructure

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-interstate NHS (National Highway System) in Good condition
- Percentage of pavements of the non-interstate NHS in Poor condition
- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

System Performance

- Percent of the person-miles traveled on the Interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index
- Annual hours of peak hour excessive delay per capita
- Percent of non-SOV travel
- Total Emissions Reduction

MPOs are required to report performance progress every four to five years. MPOs must report on the condition and performance of the transportation system, progress achieved in meeting performance targets, evaluate how the preferred scenario has improved conditions and performance and how local policies and investments have impacted costs necessary to achieve performance targets.

At the time of completing this RTP, ODOT and MPOs within Oregon have not established a data reporting system with reliable data sources and consistent reporting. Therefore, at this time actual performance against the measures and targets have not been established. This will be a requirement for future AAMPO work programs.

Chapter 10: Next Steps

This AAMPO RTP will be next updated by May 2023. This plan addresses planning needs to meet federal requirements. However, this plan does not solve all identified transportation issues or meet all of the requirements for achieving state compliance. The following issues should be considered when developing future AAMPO work programs to address the remaining needs:

- **Alternate Mobility Targets/Performance Measures** – the regional facility mobility analysis found multiple locations where year 2040 system performance would not meet ODOT or local agency mobility targets. Future AAMPO work programs or RTP Updates should consider reviewing regional mobility targets and adopting new targets or alternative performance measures to improve the ability to manage the system and assists agencies in implementing the RTP.
- **Willamette River Crossing Capacity** – the planned improvements in this RTP do not fully address congestion issues near the Willamette River crossing of Highway 20. While an investment package including a new Willamette River crossing was included in the RTP development process, it became clear that the needs and benefits/impacts of such an improvement were of a larger-regional scale (e.g., including both AAMPO and CAMPO). A larger-regional study of improvement options for US 20 and OR 34 could be considered.
- **Oregon Transportation Planning Rule (TPR) Compliance** – a key component of meeting current Oregon TPR requirements to facilitate the adoption of a state-compliant Regional Transportation System Plan (RTSP) includes demonstrating a reduction in vehicle miles travelled (VMT) per capita, or completing a process to develop an Integrated Land-Use and Transportation Plan (ILUTP) that would include a scenario planning process. Through this RTP development process, it was determined that meeting these requirements for AAMPO may be unreasonable. Therefore, AAMPO should continue to work with state agencies in reviewing and possible updating the TPR requirements. In addition, a scenario-planning process to develop an ILUTP may be required in the future.
- **MAP-21 Performance Measure Reporting** - at the time of completing this RTP, ODOT and MPOs within Oregon have not established a data reporting system with reliable data sources and consistent reporting. Therefore, at this time actual performance against the measures and targets have not been established. This will be a requirement for future AAMPO work programs, including both considerations for both annual reporting and regular RTP update reporting.

Appendices

A: Environmental Justice

MEMORANDUM

DATE: May 3, 2018

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

FROM: Chris Maciejewski, PE, PTOE – DKS Associates
Jasmine Pahukula, EIT – DKS Associates

**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
Technical Memorandum: Environmental Justice**

P14180-004

The purpose of this memorandum is to identify disadvantaged populations within the Albany Area Metropolitan Planning Organization (AAMPO) study area. Special efforts will be made by the Albany Area MPO to involve minority and low-income groups during the Regional Transportation Plan (RTP) development process.

Environmental Justice

Minority and low-income areas were identified following ODOT Region 2 guidelines¹. Data based on the 2013 American Community Survey was used to set a citywide baseline that will help to identify areas of the region that have higher concentrations of these populations.

Majority of the population within the AAMPO area, roughly 91 percent, is Caucasian. American Indian/Alaskan Native and Native Hawaiian/Pacific Islander make up 2 percent (each) of the regions residents. As shown in Figure 1, there are several areas within the City of Albany with a slightly higher than average percentage of minorities (10% greater) and just a few areas with considerably greater (>20%) average percentage of minorities. There are key destinations, schools and a fire station located near/within they high minority dense area. Nearly the entire City of Jefferson consists of a higher than average percentage of minorities.

English is the primary language spoken by about 90 percent of the AAMPO population. There is one area within the City of Albany, near Queen Avenue and Highway 99E, that has a higher than average percentage of Spanish speaking residents shown in Figure 2. There are several schools in close proximity to this high Spanish speaking area.

¹ ODOT Region 2 Guidelines for Addressing Title VI/Environmental Justice in Transportation Planning, Oregon Department of Transportation, November 2013.

Approximately 30 percent of residents within the AAMPO area are under the age of 19 and about 13 percent are 65 years and older. Of the residents 65 years and older, 38 percent have a disability. There are marginally more females in the region (51 percent) and majority of the total population identifies as non-Hispanic (87 percent).

The median household income is slightly above \$50,000 which is in line with the statewide average. In 2013, 18 percent of residents within the AAMPO area were below the poverty line which is just above the statewide average. As shown in Figure 3, a greater proportion of residents with an income below the poverty level are located in Albany and Jefferson, based on the citywide baseline.

Figure 1: Minority Residents

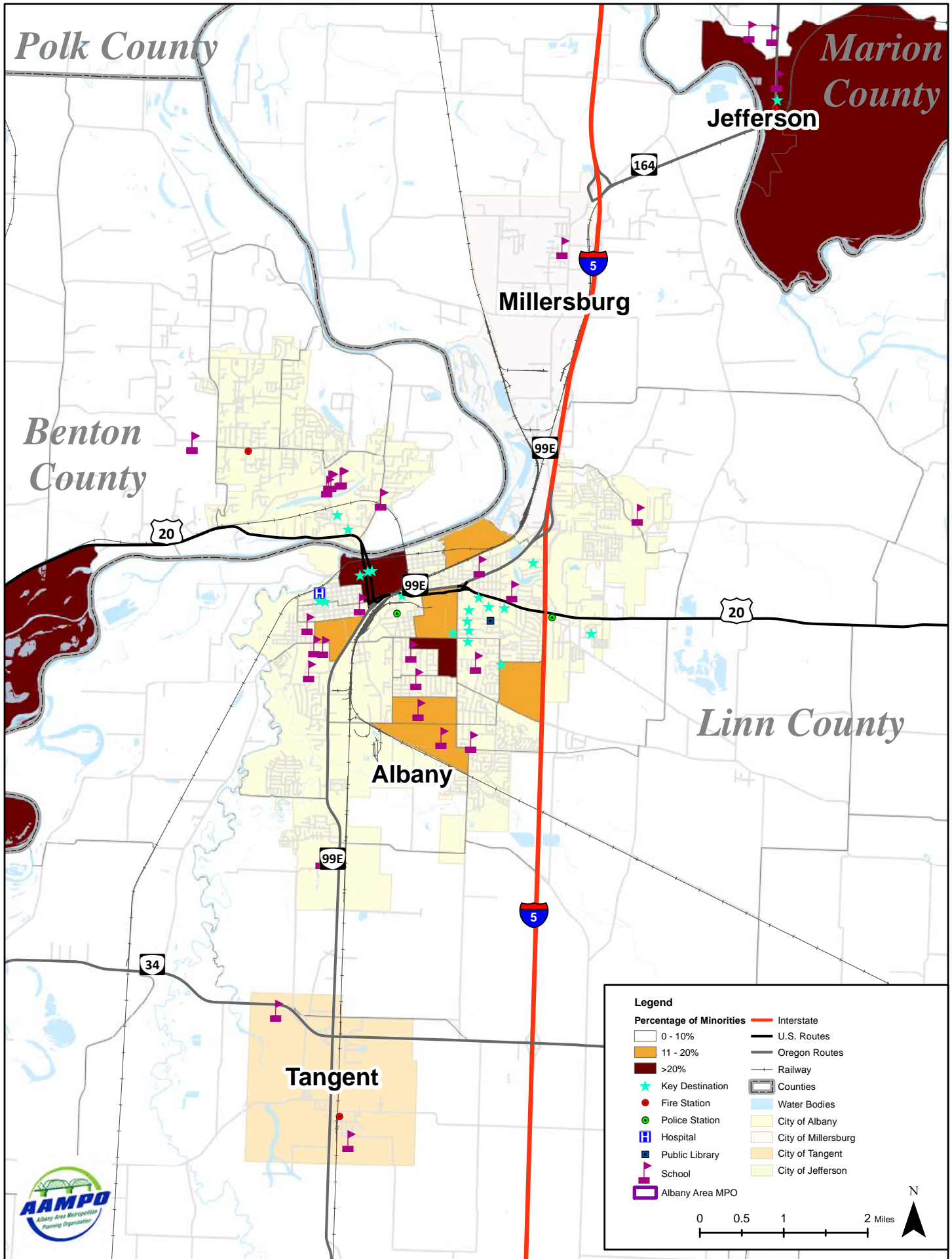
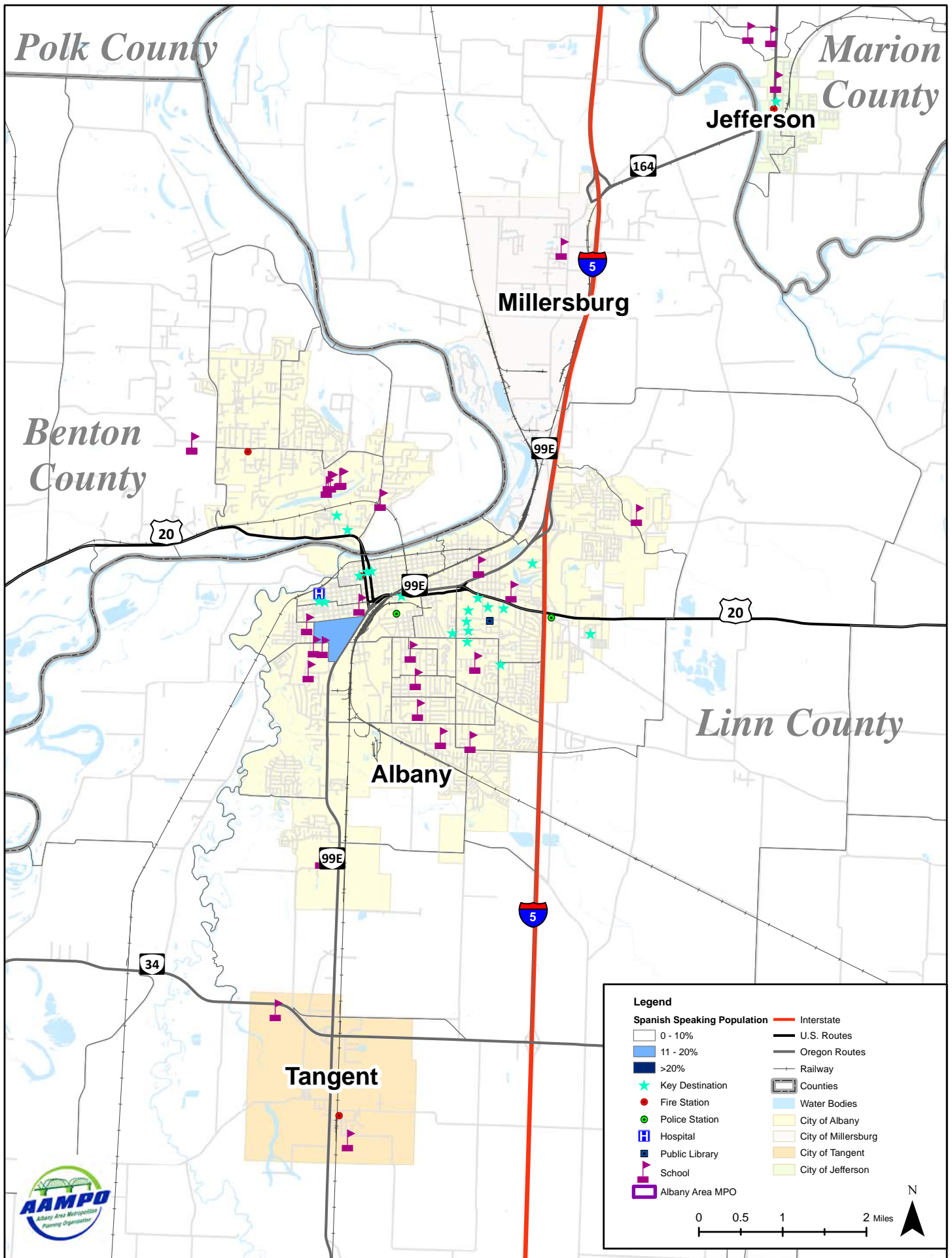


Figure 2: Limited English Speaking Residents



Legend

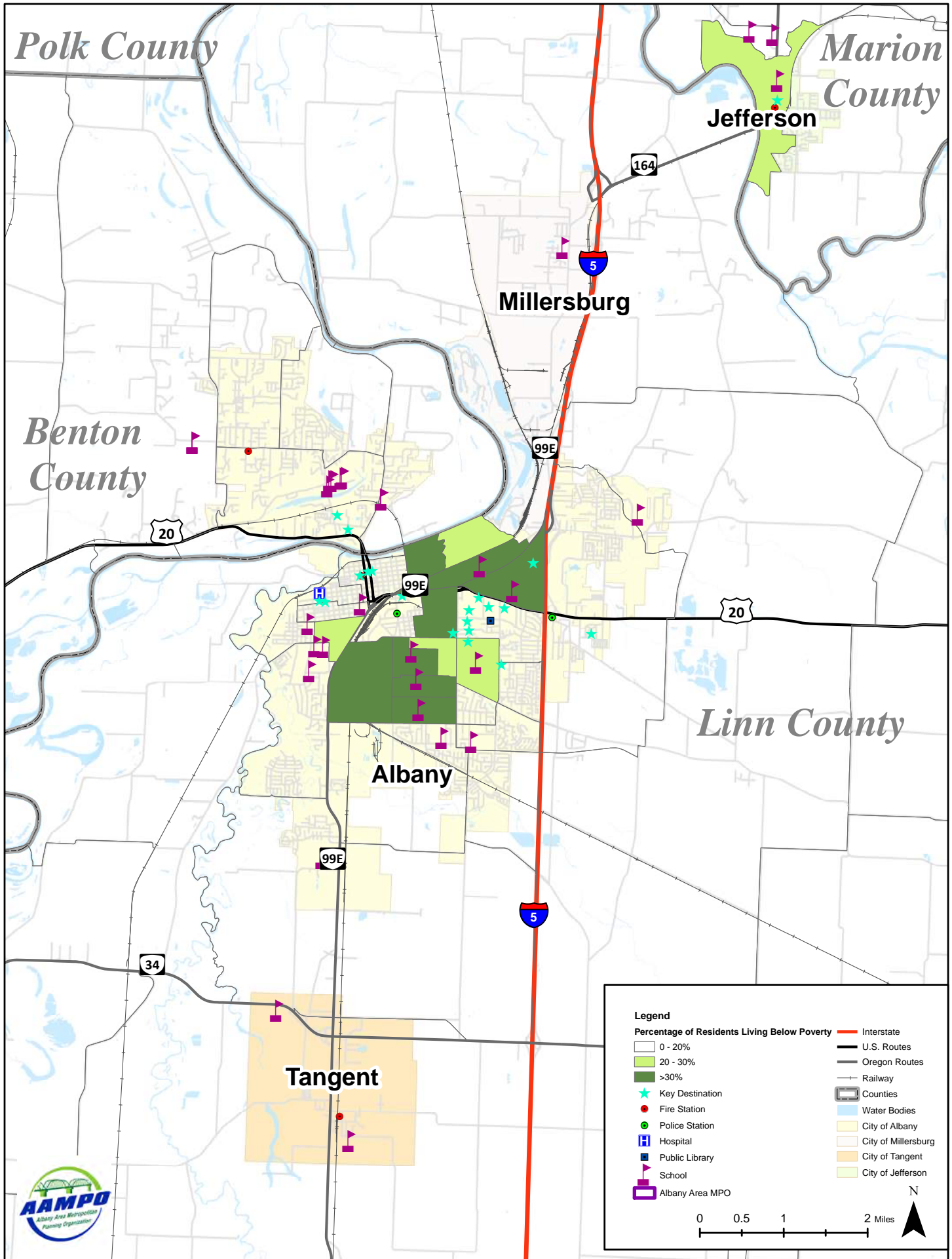
0 - 10%	Interstate
11 - 20%	U.S. Routes
>20%	Oregon Routes
Key Destination	Railway
Fire Station	Counties
Police Station	Water Bodies
Hospital	City of Albany
Public Library	City of Millersburg
School	City of Tangent
Albany Area MPO	City of Jefferson

0 0.5 1 2 Miles

N



Figure 3: Low-Income Residents



B: Public and Stakeholder Involvement Strategy

Albany Area Regional Transportation Plan

Public Involvement Plan

April 2015

INTRODUCTION

The purpose of the Albany Area Regional Transportation Plan (RTP) and Transit Development Plan (TDP) is to plan for transportation improvements such as roads, sidewalks, bikeways, and transit, in the next 20+ years for the greater Albany area. The project will look at what exists today, forecast demand, identify and analyze future options, and make recommendations for a balanced and efficient transportation system. The project will collaborate between agencies and jurisdictions, build on good decisions that have already been made, and create a common vision for the future of transportation in the area. Involving citizens in the planning process is essential to build integrity in project outcomes.

The Regional Transportation Plan will be prepared by the Albany Area Metropolitan Planning Organization (AAMPO), in partnership with member jurisdictions and input from stakeholders and members of the public. Development of a Regional Transportation Plan is a primary responsibility of AAMPO and is required by the Federal Government. The project will be primarily funded through the Oregon Department of Transportation (ODOT), and managed by AAMPO.

Metropolitan Planning Organizations, such as AAMPO, encourage and promote the safe and efficient management, operation, and development of regional transportation systems that:

- Serve the mobility needs of people and freight;
- Foster economic growth and development; and
- Minimize transportation-related fuel consumption and air pollution.

In addition to the inclusion of transit projects in the RTP, AAMPO is developing a Transit Development Plan to provide a framework for planning public transportation services in the greater Albany Area. The TDP will provide a roadmap for investments in new or expanded services to meet community needs.

PROJECT AREA

AAMPO is located in the Willamette Valley of Oregon, and the AAMPO 'planning area' covers portions of Linn, Benton, and Marion Counties and as well as the Cities of Albany, Jefferson, Millersburg, and Tangent. Major roadways within the AAMPO planning area include US 20, OR 99E, OR 34, OR 164, and Interstate 5. The transportation system includes roads, pedestrian and bicycle facilities, rail facilities, public transportation, and an airport.

PUBLIC INVOLVEMENT GOALS

Both the Federal Government and the State of Oregon direct public agencies to conduct planning activities in ways that ensure opportunities for citizens to be involved in all phases of the planning process. Connecting with a wide variety of Albany area citizens, businesses, and organizations to hear concerns about and vision for future transportation is the primary goal of the public outreach for this project. Maximizing public resources is very important, and this project will collaborate with related studies on public meetings and outreach. The project team is committed to a public engagement process that is:

- **Meaningful:** provide timely information
- **Accountable:** respond to input
- **Inclusive:** communicate outside of structured meetings
- **Transparent:** make decisions public; post materials on the website
- **Realistic:** inform about constraints and objectives
- **Outcome-oriented:** engage the public to maximize success

AUDIENCE AND STAKEHOLDERS

Pro-active outreach with materials that are easy to understand and input methods accessible to the public are essential. We will reach out to under-represented populations by providing notices in locations and media accessed by these individuals, providing direct emails to organizations including these stakeholder groups, and by being available to attend meetings of these stakeholder groups, as requested.

Project stakeholders include institutions, public agencies, advocacy groups, organized neighborhood and business groups and area residents. The project team will conduct active outreach to groups and individuals who represent the following interests: bicycle, freight, transit, pedestrians, mobility impaired, low income and underrepresented populations.

The project will allow for full and fair participation by all potentially affected community members in the decision-making process, including people with disabilities, low-income, limited English proficiency, minority and other underserved groups. This will include an analysis of the census data to report on the numbers of protected populations, as well as methods to conduct outreach to under-represented populations.

PROJECT DECISION MAKING

In all public communications, it is important to be clear who is making decisions for the project and how public comments will be considered and incorporated. Prior to each major decision point,, the project team will communicate with stakeholders about:

- Who will make the decisions
- How can stakeholders influence the decisions
- When will stakeholders have an opportunity to participate
- How stakeholder input will be considered and who will respond

The AAMPO Policy Board will serve as the project’s citizen advisory committee, reviewing and approving project reports. In addition, an *ad-hoc* Technical Advisory Committee (TAC) will review all Technical Memorandums and draft materials and provide recommendations to the Policy Board. The *ad-hoc* TAC is composed of members of the existing AAMPO technical advisory committee and additional transportation stakeholders. The Policy Board will review and approve project reports.

Other key elements of the project process:

- The Project Management Team guides the project and issues final reports and studies by the project.
- The project will connect at key points with Linn, Benton, and Marion Counties and the Cities of Albany, Jefferson, Millersburg, and Tangent.
- There are 2 major steps in the project:
 - The RTP Framework will identify preliminary vision, goals, priorities for projects, and short term list of projects to be implemented in the next 10 years. Prior to approval by

- the Policy Board, the document will be reviewed by member jurisdictions, the ad-hoc TAC, agencies and member jurisdictions.
- The RTP will look forward to projects for implementation over a 20-year period, and will include both a constrained project list and an illustrative list of projects. Prior to adoption by the Policy Board, the RTP will be reviewed by the ad-hoc TAC, member jurisdictions, and agencies. The RTP will comply with Oregon Transportation Planning Rule (TPR) requirements for a Regional Transportation System Plan (RTSP); and therefore, Cities and Counties party to AAMPO will be asked to adopt the RTP in a manner that complies with those requirements.

KEY PUBLIC INVOLVEMENT TASKS

- Project website
- Interested parties list and email updates
- Presentations to public committees and boards
- Direct outreach with accessible visuals to people who don't attend meetings
- Stakeholder meetings
- Advisory Group meetings
- Community meetings at two key decision points
- Media contacts and communications
- Public comments and responses

The Project Website will be interesting, visually pleasing, and easy to navigate and understand. It will have a unique project masthead and include the following:

- A brief project overview
- Meeting dates and other public involvement opportunities
- A library of technical memos and public involvement summaries.
- Capacity for individuals to sign up for email updates on the project, submit public comments and questions
- Links to related projects.

Interested Parties List: The project team will actively develop and maintain a comprehensive list of individuals and organizations with an interest in the outcome of the plan. All interested parties will receive regular email updates with project information, online links, and invitations to the community meetings.

Presentations to Public Committees and Boards: The project team will keep key elected and appointed public bodies well informed. This will include, if requested, informational sessions prior to MPO adoption of the RTP Framework; and at a minimum, local agency briefings with each member jurisdiction prior to the formal process of RTP adoption. As stated above, the RTP Framework will identify preliminary vision, goals, priorities for projects, and short term list of projects in the next 10 years. The RTP will be long term and include potential opportunities in the next 20 years.

Stakeholder Meetings will occur as needed to identify creative solutions to core challenges and provide a venue for sharing ideas in a small setting. The meetings will be informal and structured to address the specific situation at hand – either one-on-one, and at other times as a small group.

Advisory Group Meetings will provide input throughout the course of the project. The AAMPO Policy Board and Ad-Hoc Technical Advisory Committee will serve this role. Topics will relate to the project reports and conclusions at key points in the process. See Decision Making above for details.

Community Meetings provide a venue for vetting ideas and recommendations at key decision points in the project. They differ from the standard public meeting because they are advertised as “community events” with an engaging agenda, pleasant atmosphere, and amenities designed to maximize attendance and variety, such as refreshments and Spanish translation if requested. Handouts, display boards, and other visuals will be used for both pre-meeting recruitment and at the meeting itself. The public will have the opportunity to offer input on the goals and policies of the plan, as well as the specific transportation system solutions to be considered to address the transportation system deficiencies. Two Community Meetings series will be conducted, with one or more meetings in each series. The goals of these meeting series are to present and receive feedback on:

Meeting #1: Project goals, methods, existing conditions, and future transportation needs.

Meeting #2: Transportation solutions: methods, options, and next steps.

Media: AAMPO will use media to advertise public events and seek to gain media coverage of public events to reach a broader audience. To the degree the project generates discussion in the media, the project will monitor and respond with accurate information.

Public Comments: AAMPO Staff will be the primary contact for all stakeholder and public inquiries. Calls and emails about the project will be received by AAMPO via email, website, and phone and routed by AAMPO staff to the appropriate person to answer the question or respond to the comment. This is critical, as thoughtful and timely responses will increase trust and credibility. The project will catalogue all comments and responses, and share with the project team in a timely manner for consideration.

CONCLUSION

This document is an overview of the major public involvement goals and tasks. Coordinating with related projects and input from the interviews and focus groups will help refine and provide detail to this broad plan. Details such as topics for the email updates, organizations to connect with through speaking engagements, and recruitment efforts for the public meetings will be developed through the course of the project.

Public outreach is a powerful and dynamic force to create long lasting outcomes that are supported by the community. When done with inclusion, respect, and agility, it builds trust and strengthens the relationship between relationships between the community and public agencies.

Appendix A: **Key Stakeholder Categories**

- Pedestrians
- Bicyclists
- Businesses
- Car drivers: residents/commuters
- Freight
- Low-income/Housing industry
- Youth, Students
- Communities of color
- Property owners
- Bus riders
- Accessibility and elderly
- Environment/Sustainability/land use
- Agencies (local, state, federal)
- Elected officials
- Fire & EMS

Appendix B: Project Tasks, Products, and Timeline

PUBLIC AND STAKEHOLDER INVOLVEMENT

Public and Stakeholder Involvement Strategy - Tech Memo #1

INTRODUCTION, RTP OVERVIEW, AND PLAN FRAMEWORK

Existing Document and Regulation Review - Tech Memo #2

Plan Goals and Policies - Tech Memo #3

Advisory Committee Meeting Series #1 and Project Kick-Off

June 2015

SYSTEM GAPS AND DEFICIENCIES

Existing Transportation Conditions - Tech Memo #4

Existing Transit Conditions - Tech Memo #5

ANALYSIS OF ENVIRONMENTAL CONSIDERATIONS

Analysis of Environmental Considerations - Tech Memo #6

FUTURE TRANSPORTATION CONDITIONS AND NEEDS ANALYSIS

Future Traffic Forecasting - Tech Memo #7

Future Transportation Conditions and Needs - Tech Memo #8

Future Transit Conditions and Needs - Tech Memo #9

Advisory Committee Meeting Series #2

Community Meeting Series #1: Project goals, methods, existing conditions, and future transportation needs

October 2015

November 2015

IDENTIFYING SOLUTIONS AND TRANSPORTATION STANDARDS

Transportation Solution package Identification - Tech Memo #10

RTP Funding Assumptions - Tech Memo #11

Transit Funding Assumptions - Tech Memo #12

Advisory Committee Meeting Series #3

RTP Framework Community Event

Policy Board Public Hearing

Jan 2016

March 2016

March 2016

TRANSPORTATION SOLUTIONS

Develop and Evaluate Transportation System Solutions - Tech Memo #13

Develop and Evaluate Transit Solutions - Tech Memo #14

Advisory Committee Meeting Series #4

Cascades West Area Commission on Transportation Briefing #1

Community Meeting Series #2: Transportation solutions: methods, options, and next steps

Transportation System Recommendations - Tech Memo #15

Transit System Recommendations - Tech Memo #16

Regional Performance Metrics - Tech Memo #17

Final Plan Goals, Policies, and Objectives

Advisory Committee Meeting Series #5

June 2016

July 2016

October 2016

DRAFT RTP

Advisory Committee Meeting Series #6

Cascades West Area Commission on Transportation Briefing #2

March 2017

March 2017

RTP ADOPTION

Local Agency Briefings
Adoption Draft RTP
MPO Policy Board Public Hearing

March 2017
May 2017
July 2017

Appendix C: Advisory Committee Membership

Proposed Advisory Committee Membership (Albany Area Metropolitan Policy Board)

Amy Ramsdell	Area Manager, Oregon Department of Transportation Area 4
Darrin Lane	City Councilor, City of Millersburg
Dave Beyerl	City Councilor, City of Jefferson
Floyd Collins	City Councilor, City of Albany
Anne Schuster	Benton County Commissioner
Roger Nyquist	Linn County Commissioner
Gary Powell	City Councilor, City of Tangent

Proposed Ad-Hoc Technical Advisory Committee Membership

Valerie Grigg Devis	Senior Region Planner, Oregon Department of Transportation Region 2
Mark Shepard	Assistant City Manager, City of Albany
Josh Wheeler	Public Works Director, Benton County
Chuck Knoll	County Engineer, Linn County
Darrin Lane	City Councilor, City of Millersburg LINN COUNTY ROAD MASTER
Gregg Gorthy	City Planner, City of Jefferson
Georgia Edwards	City Administrator, City of Tangent
Ned Conroy	Community Planner, Federal Transit Administration, Region 10
Nick Fortey	Senior Community Planner, Federal Highway Administration
Mary Camarata	Project Manager, Oregon Department of Environmental Quality
John Russell	Asset Manager, Oregon Department of State Lands
Ed Moore	S. Willamette Valley and S. Oregon Regional Representative, Oregon Department of Land Conservation and Development
Bill Holstrom	Transportation Planner, Oregon Department of Land Conservation and Development
Laurie Starha	Engineering/Survey Program Manager, Benton County
Jim Stouder	Road Maintenance Manager
Lee K. Lazaro	Special Transportation Coordinator, Benton County
Ron Irish	Transportation Systems Analyst, City of Albany
Mark Volmert	Special Transportation Coordinator, Linn County
Barry Hoffman	Transit Programs Supervisor, City of Albany

Transit Advisory Group:

Chris Bailey	Operations Manager, City of Albany
Jon Goldman	Transportation Superintendent, City of Albany
Ted Frazier	Paratransit Services Supervisor, City of Albany
Ken Bronson	Manager, Sweet Home Senior Center
Jean Palmateer	Regional Transit Coordinator, ODOT Public Transit Division
Steve Dickey	Director of Transportation Development, Salem-Keizer Area Public Transit
Edna Campau	City of Jefferson Resident

Project Management Team

Theresa Conley	AAMPO Coordinator, Oregon Cascades West Council of Governments
Ron Irish	Transportation Systems Analyst, City of Albany
Chuck Knoll	County Engineer, Linn County
Dan Fricke	Senior Region Planner, ODOT Region 2
Christina McDaniel-Wilson	Transportation Analysis Unit, ODOT
Chris Maciejewski	Principal, DKS Associates
Garth Appanaitis	DKS Associates
Aaron Berger	DKS Associates
Jennifer Danziger	David Evans & Associates
Tom Shook	Associate, Nelson Nygaard
Carole Richardson	Plangineering, LLC
Julie Fischer	Cogito Partners
Nick Popenuk	EcoNW

C: Public Involvement Summary



Albany Area Regional Transportation Plan



Public Involvement Summary

The project conducted significant outreach at two key points: at the outset in 2015 to gather input on project goals and build the interested parties list, and then in 2017 to collect opinions on scenarios for the final Plan. This summary shares the results of the 2017 input on the two scenarios: 1. **Capacity Improvement** (project related to building a new bridge across the Willamette River), and 2. **Congestion Management** (projects related to reducing traffic). Materials developed for the public included a PowerPoint presentation, an informational flier, and a transit survey (hard copy and online).

Public opinion was collected both through meetings in Albany, North Albany, Jefferson, Tangent and Millersburg, as well as direct outreach to people who were not represented at the public meetings, including low-income residents, transit riders, the Latino community, and businesses. Between 2015 and 2017, over 400 people connected with the project via meetings, conversations, and through the interested parties list.

Title 6 Outreach

Outreach to under-represented populations (Title 6) was a key goal of the public involvement plan:

- Low-income residents connected through the transit survey, homeless shelter outreach, and the focus on rural community meetings in Jefferson, Millersburg, and Tangent.
- People with disabilities were contacted through the Jefferson meetings, the homeless shelter visit, and the interested parties list.
- Communities of color interfaced through individual outreach interviews with leaders in the Latino community at two key times during the project, as well as tabling in 2015 at a grocery store frequented by the Latino community.
- Youth interfaced through the meeting at Linn-Benton Community College, as well as an activity in 2015 with at-risk youth at a local high school.
- Young families were represented at the Jefferson and Tangent meetings. Hosted by the volunteer fire departments, these meetings were attended by young firefighters with families at home.

Summary Comments

- Tangent community members recommended that the plan **recognize the agricultural uses of their roads** and remember farming activities when planning for future improvements.

- Jefferson residents **value their schools, care about pedestrian safety, and assisting the elderly** in getting to appointments. Residents who commute from Jefferson to other areas would appreciate focusing on capacity issues. Recent political concerns about annexation did not impact the public meeting.
- North Albany Neighbors are experiencing **concerns about traffic impacts of future development** and some neighbors in North Albany felt strongly that a bridge would be helpful to ease congestion.
- Millersburg City Council generally **supported the concept of Congestion Management** and expressed concerns about the impacts of a bridge. Millersburg businesses felt their access on and off I5 worked well, but **congestion on OR 20 and I5 was a major concern**. Support for a bike lane or sidewalk on Old Salem Road.
- Student leaders at LBCC shared that they are concerned about how students get to school (most drive, some take transit). **Pedestrian safety** was a key concern.
- Latino Leaders supported the Congestion Management Scenario, especially **expanded transit service**.
- Albany Bicycle and Pedestrian Committee members and other Albany residents supported the **Congestion Management Scenario** and hoped to expand ridership and access to transit.
- Helping Hands Homeless Shelter clients said that **transit service was essential**, and weekend and evening service would be very helpful. They also supported the Congestion Management scenario.
- Transit riders shared that they supported **expanding Commuter Service**, were interested in taking **transit to nearby cities**, and the **expanded service** time frame of 5 am to 10 am and 2 pm to 7 pm worked best.

When asked about what was most important in terms of future improvements, **safety and capacity** ranked highest as priorities by the public:

What are your priorities?	1 – Highest Priority	2	3	4	5: Lowest Priority
Safety Projects: Reduce crashes, driver injuries and deaths	34%	38%	24%	14%	3%
Active Transportation: Projects that help pedestrians and bicyclists by creating new bicycle lanes, paths, or sidewalks.	16%	21%	13%	27%	16%

Capacity: Projects that help reduce congestion by increasing the number of vehicles that can move through an area within a specific timeframe	33%	19%	9%	22%	22%
Modernization: Projects that bring the road up to modern standards, like new signals or improved curb/gutter/sidewalks	6%	19%	34%	30%	14%
Transit: Projects that provide greater transit access locally and regionally, such as improvements to bus routes or programs such as dial-a-ride	11%	3%	20%	8%	45%

Summary notes from the outreach efforts

Jefferson Women’s Luncheon at the Depot Restaurant in Jefferson, Wednesday, April 12: 12:00-1:30. Approximately 23 women attended, many of whom had been born in Jefferson and were elderly. The group included three women from California, and one who lived in Salem. Most drive cars as their primary transportation, but two no longer drive. Julie Fischer presented information, and then answered questions and welcomed comments. Comment Summary:

- Speeding concerns on main roads that go through town.
- Would like improved pedestrian access, especially crosswalks and infrastructure to assist children in getting to school.
- Transit: frequency and times of day are not relevant because elderly can’t get to downtown bus station. Dial-A-Ride is what is needed for the elderly and disabled.
- Bridge: primary concerns were pedestrian and speed related in Jefferson, no one expressed interest in a bridge.

Jefferson Community Meeting at Jefferson Fire Station, 189 Main St in Jefferson on Tuesday May 2nd from 6:30-9. Dinner hosted by the Fire District and about 25 volunteer firefighters and their families attended, as well as 10-15 members of the community. Chris Maciejewski from DKS presented. Comment Summary:

- Participants were split between people who wanted to improve pedestrian and bicycle facilities, and people who wanted to focus on improving roadways to increase capacity.
- Transit is not a major focus
- Participants did not express specific interest in new bridge

North Albany Neighborhood Association at Ciddici’s Pizza, 859 Belmont Ave SW, Albany, OR on Tuesday, April 18, 2017 from 6 pm to 7 pm. Julie Fischer and Tarah Campi attended. Julie

presented basic information and then fielded questions from approximately 40 participants.
Comment Summary:

- Major concerns about traffic impacts of future development
- Support by the majority for a new bridge as most people drove cars and did not use a bicycle or walk regularly
- A few residents expressed interest in improved bicycling facilities

Tangent Community Meeting at Tangent Fire Station, 32053 Birdfoot Drive on Tuesday, May 9. Hosted by the Fire District and about 15 volunteer firefighters attended, as well as 5-10 members of the community. Chris Maciejewski from DKS presented. Comment Summary:

- Major concerns about speeding and would like to focus on enforcement
- Remember that this is a rural town, don't impose standards that apply to urban areas. Consider improvements that meet multiple needs, such as wider shoulders.
- Some people expressed support for bicycle improvements.
- Transit is not a focus. When people can't drive, they move into town.

Millersburg City Council on Tuesday, May 9. Tarah presented. One councilor suggested the bridge concept would bring too much traffic to Millersburg and change the composition / feel / identity of the city; others concurred. Another councilor questioned the need for transit serving Millersburg – He was genuinely curious about the level of need, not disparaging the concept of transit service. Overall they were very appreciative of the chance to hear what is going on, some said they'd go to the website and sign up for email updates.

In addition, the project conducted individual phone calls to 15 businesses located on Old Santiam Road in Millersburg, and 3 businesses shared their opinion:

- **ATI**, Shipping Manager, Sharon Busch: I5 Northbound is very congested. If a bridge would help with congestion, she supports it. I5 in this area needs to be 4 lanes, both North and Southbound. The on/off ramps to I5 work well. Priorities: 1. Safety, 2. Active Transport (bike lane on Old Salem Road), 3. Capacity
- **Nichols Seeds**, Owner Keane Nichols: He has seen many changes since 1950 when he arrived in Salem. In general, Old Salem Road works well for their business. A new bridge would make OR 20 more congested, and it is already a problem. The Millersburg exit works well, don't close it. If you have to close an exit, choose Murder Creek. Concerned about impacts of construction when they widen I5. Priorities: 1. Safety, 2. Capacity, 3. Modernization (no bulb-outs please!)
- **Weyerhaeuser**, Manager Del Thomas: Supports the bridge as he works in Millersburg and lives in N. Albany. Amazing how much traffic during rush hour. Very backed up. Weyerhaeuser has 35-40 trucks entering/exiting I5 per day and 43 employees coming to and from work each day. The I5 exits work well and he has no concerns. Would like to see bike lane or sidewalk on Old Salem. Specifically from Waverly Lake to Willamette

Cemetery. Lots of cyclers. Priorities: 1. Safety, 2. Capacity, 3. Modern, 4. Active, 5. Transit

Linn Benton Student Leadership Council at LBCC, Room CC103, Wed, May 17, 2-4 pm, at CC103, 12 students attended. Julie Fischer presented. Comment Summary:

- Concern about the impact of the Railroad on getting to and from school
- Variety of concerns about traffic safety
- Two people took the bus regularly, the rest drove to school

Albany Community Meeting hosted by the Bicycle and Pedestrian Committee on June 27 from 6 – 7 pm at Albany City Hall, 333 Broadalbin St SW, Santiam Conference Room on the 2nd Floor.

Chris Maciejewski from DKS presented to 11 individuals, about half were members of the Bicycle and Pedestrian Committee, and the others included a city councilor, the new Albany City Manager, a former newspaper editor, the Project Coordinator for the Linn Benton Health Equity Alliance, and a member of the Albany Traffic Safety Committee. Comments focused on transit issues:

- Participants generally supported the Congestion Management Scenario.
- Many people stressed the importance of making transit commonplace, accessible to all, and comfortable for all riders. One person felt that Albany was too small for transit and the City of Albany needs changes in land use density to make it more functional.
- Young people have a different mindset and are more likely to use transit than their parents.
- Implement structural changes now for transit – if you wait till an urban area is really dense, then it is harder to develop.

Transit Outreach on the bus and at transfer stations produced significant results for the Albany area (over 100 surveys were collected), but few surveys from the rural communities. In summary:

- Almost everyone believed access to public transit is important
- Half the people said they were interested in taking transit to nearby cities
- Of the time frame options presented, over half chose the 4th option: 5 am to 10 am and 2 pm to 7 pm
- When asked about new transit options, twice as many people chose Commuter Transit Shuttle over Call-A-Ride

Individual Interviews at Albany Helping Hands Emergency Shelter on June 27 at 8 pm provided insights into the needs of people who are transient and often do not have access to a car. Nine people were interviewed:

- Congestion Management scenario was supported by all but one person
- Service during the weekend is much needed

- For most people, service later in the day is more important than early in the morning
- Service to Salem would be much appreciated
- Print the bus schedule in larger font so more people can read it

Outreach to the Albany Area Latino Community was conducted by making individual phone calls to 16 individuals working in the community. Following are interview results:

USDA Natural Resources Conservation Service and Hispanic Advisory Committee Member, Heather Medina Sauseda the ASTC-FO-Basin Leader CCUW/SW USDA-NRCS Tangent, 06/19/17 interview

Heather had been previously reached for her opinion 1.5 years ago during the start of outreach. Heather is not able to participate in the upcoming meeting on June 27th but was able to provide some valuable feedback.

Survey feedback: She thinks that in Albany question 5, the best times of the day for transportation are 5am to 10am and 2pm to 7pm. For the surrounding areas, she felt that fewer transit trips a day with Monday through Friday would be better for more people in the Latino community. In addition, she had route concerns that were not on the survey. She notices many Latinos walking along Pacific Hwy and has not noticed a route that goes East to West. She also has not seen bus access on Queen Street where there is a large Latino population or to the Boys and Girls Club. In addition, she belongs to the parish of St. Mary's Church in Albany. The church has discussed that there is not bus transportation for the elderly and Latinos who want to go to the mass especially on Sundays. She also felt that Option 2 would best serve the community, as there is not enough transportation to fill the need of a growing Latino community in this area.

Oregon State University Extension Service and Hispanic Advisory Committee Member, Tina Dodge-Vera the ASTC-FO-Basin Leader CCUW/SW USDA-NRCS, 6/20/17 interview

Tina discussed her opinion about the needs of the Latino community, which include transportation. She believes that the community would prefer Option 2 of 40 smaller improvements to provide congestion management. She would like to see increasing bus routes, safety in the roads especially for pedestrians and bicyclists due to lack of access to driver's licenses. Families have stated to her over the past couple of years, as licenses have expired, that having access to transportation would help their families reach jobs and food. This access to transportation includes information in Spanish about the bus routes. For instance, there is a farmer's market in the area, but there are no buses on the weekends. People need to access lower cost food opportunities and fresh food. Having buses that run into downtown areas on the weekend may increase this access.

Sam Health in Albany and in Corvallis Maternity Department, Rocio Badger, interview 6/28/17 Maternal Coordinator and group leader of located in Boys and Girl's Club Hope for Mother's = Esperanza para las madres.

She notes that there are transportation issues to access the hospital. No stop near the Boys and Girls Club noted. She is concerned about access to this affordable childcare.

She also notes that 19th street in Albany is highly populated by Latinos and Sunrise school; it would be helpful to increase access to this area by bus. She is not sure if WIC and DHS have sufficient bus transportation for the people needing to access transportation. There is also no transportation available for people who are accessing a support group in the hospital because the support group is free (not covered by OHP) for Post Partum Support Group, but they really need it. Another challenge is that the CAWEN Plus ends once they give birth.

Hispanic Advisory Committee Meeting in Albany: Participants include a wide range of organizations in the area dedicated to Latino empowerment. Interview 6/28/17 from 4:50-5pm.

Feedback was given by 3 individuals including Rosa Plascencia, Javier Cervantes from Linn-Benton Community College, and from Linn-Benton Community College. Rosa gave her concern that too much attention may be paid during the planning process to North Albany where there are already more resources and money. She stressed the importance of serving the lower-income areas. In a follow-up phone conversation, Rosa also stressed the importance of the transit agency having Spanish outreach to teach people how to use the bus. She expressed that while she is bilingual, she could not figure out how to use the bus system and that it was very confusing. She also wondered how much information is in Spanish and not on the internet necessarily. Rosa preferred Option 2 for the 39 small projects because she stated that increased service and improvements to roads are badly needed. Javier preferred Option 1 for the bridge but shared his bias because he lives near it and must pass by this area where a new bridge would be very helpful for traffic reduction. He did think that all the projects are important. Food access is also an issue for people who live on his side of the river. The woman from Linn-Benton CC stated that she felt that Option 2 is better and that the bus schedulers need to better plan service out to Linn-Benton. There is an evening bus to bring people to their night classes but no bus to bring them back. ESL students cannot access classes with this type of gap in the bus service.

Strengthening Rural Families in Albany, Director Paul Smith, interview on 6/29/17

Paul Smith offered that optimal Spanish outreach be accomplished in the community. He believes that option 2 is best because of the numerous road improvements and bus increase that is needed by the community. In addition, he stated that linking the communities with great need including low-income, elderly, and Latinos into areas that have more commerce and access to food are important. He felt that increasing bus service and bike lanes would be beneficial for the community. He also stated that increasing the frequency of times for service might increase if people use the service. Paul shared that he has heard that it can take 4 hours on the bus one way depending on transfers right now.

Comments submitted at the public meetings and on the survey

ALBANY
Color for bike lanes; pedestrian corridors
Prioritize regional transit
Consider doing outreach to the local Latino community through local organizations that serve them rather than paper surveys
Safe bike lane for bridge
Substitute the word “persons” for “vehicles” in 'Capacity Projects'
Support the Congestion Management Scenario
Make transit commonplace, accessible to all, and comfortable for all riders
Young people have a different mindset and are more likely to use transit than their parents
Implement structural changes now for transit – if you wait till an urban area is really dense, then it is harder to develop
Albany is too small for transit and the City of Albany needs changes in land use density to make it more functional
NORTH ALBANY
A moratorium on N. Albany development <u>until</u> a bypass or bridge improvements can be done. The current situation is becoming untenable.
Widening major roads 3rd bridge?
Where Hwy 20 and Pacific Blvd merge at the "Y" South Bound, I suggest you stagger the lights for at present 4 lanes of cars must race to get in the 2 lanes at the overpass. By staggering the lights there will be less congestion and greater safety.
Bridge to Millersburg Traffic lights on Main Streets in N. Albany so entrance from neighborhoods is safer. Improve rail crossings with overpasses.
Scenic Drive between Hwy 20 and Dover is much used and too narrow with deep ditches on either side. It needs to be improved. A bridge would be nice too.
Bridge from North Albany to Millersburg Connect North Albany Rd to Crocker A better intersection at Crocker/Gibson Hill
Would like to see a bridge to I-5
Improved transport/movement and safety should be prioritized in lower income areas and near schools, respectively. Bus, carpooling arrangements for work commutes, etc. Has a Ferry been considered rather than a bridge?

Continue to improve A26 with turn lanes and sidewalks on N. side of Gibson Hill. A27 - widen street with turn lane and sidewalks, bike lane. A121 - widen road, sidewalks, bike lane for more access to Hwy 20 from N. Albany.
Decrease number of vehicles within area. No more building!
New bridge from N. Albany Signal on Scenic and Hwy 20 Widen N. Albany, Springhill, Hwy 20
Bridge to Millersburg
Scenic Dr. from Gibson to Hwy 20 needs capacity improved. Hwy 20 at Scenic needs a light or slip lanes.
Demand management - ie. reduce the need for people to drive and discourage long distance commuting. Improve transit options for commuters between Albany, Corvallis, Lebanon. Taking the "3 rd Bridge" off the table is a good idea.
Address transportation issues by limiting future population growth/subdivisions in North Albany - otherwise congestion will always be with us no matter how much we spend.
Consider: Alignment between urbanization planning and transportation in Albany and other areas. Transportation from N. Albany and OSU.
Bridge required before more housing!
Need bridge
Bridge to Cascadia
More capacity for US 20 at Springhill
Curbs and gutters
Safety need for bridge
Need Hwy 20 corridor analysis from Philomath to Albany
UGB?
JEFFERSON
The Millersburg area is one of the fastest growing communities around. Capacity WILL become a major problem soon.
High use areas like 2 nd St. north of Jefferson – students walk & bike on this street 2 time each day. Safety concern.
This based on Jefferson needs
Work with Jefferson School district to put the middle school in the southeast and get the kids off the streets.
Talbot Rd. in Talbot is a disaster, please fix can barely drive fire truck on it.
Congestion during summer time. During school, children walking from the schools into town. Wider roads for bikes. Adding in crosswalks!
The Railroad blocks EMS response
Speeding concerns on Jefferson Scio Dr, Jefferson Marion Rd SE
More pedestrian crosswalks across 99

Improve sidewalks by elementary school, concerns about speeding cars near school on 99
Re. transit: frequency and times of day are not relevant because elderly can't get to downtown bus station. Dial-A-Ride is what is needed for the elderly and disabled.
Re. Bridge: primary concerns were pedestrian and speed related in Jefferson, no one expressed interest in a bridge.
For regional bus service improvements, the group was split about which location would be a helpful destination: Salem or Albany.
Children walk on 2 nd Street to and from school and it is very busy and dangerous.
Widen road shoulder to accommodate bicyclists
Safety is my greatest concern
Questions about future plans for rail
How do you secure land for future large projects like a bridge?
Did your work take into account the new truck stop impacts? Jefferson experiences a high degree of truck traffic (300+ per day)
Jefferson residents include a lot of commuters. I want more parking, roadways, not walking and biking facilities.
I ride my bike a lot, and the bridge between Jefferson and I5 is difficult for cyclists
LINN-BENTON COMMUNITY COLLEGE STUDENTS
Plug-ins for Evs. More traffic circles.
Time notification sign for railroad crossing time on Queen Ave.
Training, bus route
Reduce speed on 99, lots of crashes 1 st stop light
RR tracks – difficult. 30-40 minute delays. How about TIME estimate
Pacific Highway crashes, detours
Geary by Goodwill is a problem
I live in Lebanon. I wish that Lebanon could be in this part of it.
TANGENT
Capacity on I-5 Jefferson exit all the way to Hwy 34 needs more lanes. Capacity on 99E needs a center turn lane.
Enforcement of aggressive drivers. Enforcement of significantly speeding drivers.
Improve capacity. Enforce speed limits.
Safety and enforcement 99E through Tangent from Albany , widening or shoulders added.
curb/gutter/sidewalks Safety, enforcement

Tangent is a growing community that really needs some investment in active transportation projects (bike lanes, sidewalks).
How is Hwy 34 handled? Because it is ODOT, does it go through different planning?
The McFarland barrier on Hwy 34 - would like to have more barrier
The school might put a driveway to McFarland
Speed limit enforcement is essential! (echoed by many people)
Increasing traffic pushes more people on to rural roads that can't handle speed, this is a safety problem
The 34 barrier is a problem for farmers trying to cross
Bike paths are important, would also like wider shoulder on roads for cyclists, for instance between Shedd and Tangent. Improve bike facilities on Hwy 20.
Would like to improve capacity for I5 between Eugene and Salem
Is ODOT planning a cloverleaf for the Albany exit at Grand Prairie?
Are new truck stop impacts accounted for?
53rd SW in Albany: I live there, and it needs speed enforcement and more traffic signals. One lane in and one lane out, very difficult
Support for the idea of building a bridge
Support for multi-use paths and pedestrian facilities
How about using electronic speed signs to help control speeding? Or cameras?
Don't focus on bringing everything up to "standards", instead do improvements that don't impact private property, and are multi-purpose, such as widening the shoulder instead of curb/gutter/sidewalk.
Speed bumps are bad for farm equipment
Remember that we are the grass seed capital of the world, and do things that accommodate farming and what we are about.
Is Union Pacific planning a high-speed track?

D: Existing Documents and Regulatory Review



MEMORANDUM #2

DATE: June 22, 2015

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

FROM: Chris Maciejewski, PE, PTOE – DKS Associates
Carl Springer, PE – DKS Associates
Garth Appanaitis, PE – DKS Associates
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**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
Technical Memorandum #2: Existing Document and Regulatory Review** P14180-004

Executive Summary

This document has been prepared by staff of the Oregon Cascades West Council of Governments (OCWCOG) in support of the AAMPO Regional Transportation Plan (RTP). The purpose of this document is to provide a review of existing land use and transportation planning and regulatory documents within the AAMPO planning area and to describe the planning context for the AAMPO area. Specifically, this document describes existing transportation goals, policies, and objectives; highlights key criteria and standards; and, flags any gaps that need to be addressed through this planning process to fully respond to requirements for RTP, RTSP and TDP documents.

For the purposes of this review, forty-one documents were reviewed, including:

- 6 Transportation System Plans
- 6 Comprehensive Plans
- 2 Capital Improvement Programs
- 4 Park and Recreation Plans
- 2 Public Transit Human Services Plans
- 2 transit agency plans
- 1 regional ITS plan
- 4 separate I-5 plans/studies
- 6 regulatory and/or policy documents, and
- The Oregon Freight Plan

- The Oregon Bicycle and Pedestrian Plan
- The Oregon Highway Plan
- The Oregon Public Transportation Plan
- The Oregon Transportation Plan
- The Oregon Transportation Options Plan
- The Oregon Aviation Plan
- The Albany Municipal Airport Master Plan
- The Albany Area MPO Interim Transportation Improvement Program
- The State Transportation Improvement Plan

The document is organized into seven sections:

1. **Executive Summary:** Includes a brief summary of key themes and gaps in the reviewed planning documents
2. **Federal Requirements:** Highlights from the Federal Requirements for a Regional Transportation Plan document, including the use of different categories of existing plans with a federally compliant RTP.
3. **Key Themes:** Summaries of the key themes in each plan document
4. **Gaps:** Summaries of the gaps in each plan document
5. **Appendix A:** Summary of existing planning documents. Includes a short description of what is contained in each plan included in the document review.
6. **Appendix B:** Plan Reviews: Summaries of the Goals, Policies, Standards, Findings, Key Recommendations, and Projects within each plan document that are relevant to the AAMPO RTP.
7. **Appendix C:** Citations of Goals, Policies and Objectives: Direct citations of goals, policies and objectives.

Key Themes

Key themes that emerged from the document review include:

- Balancing financial resources with community livability and economic vitality
- Providing for the safe, convenient and efficient movement of people and goods within and through the AAMPO area
- Facilitating the flow of goods and services so as to strengthen the local and regional economy
- Using available resources effectively and responsibly
- Maintaining and preserving the existing transportation system
- Providing sufficient transportation capacity
- Improving safety
- Promoting transportation options
- Ensuring mobility for all citizens, and specifically the transportation disadvantaged

Gaps

Gaps that were identified include:

Plan Updates: Numerous plans reviewed are currently, or soon will be, undergoing updates. This includes the Linn County TSP, Millersburg TSP, Benton County TSP, Marion County TSP, Linn County Coordinated Plan, Benton-Lincoln Coordinated Plan, Jefferson Comprehensive Plan, Albany Parks and Recreation Master Plan, and Albany Airport Master Plan. In addition, several plans are relatively old and the data, regulatory references, and findings from those plans may be out of date. These plans primarily include the Jefferson Comprehensive Plan, Benton County TSP, and Marion County TSP. The Tangent TSP and I-5 planning processes also include data that may be out-of-date.

Federal Regulatory Changes: MAP-21 instituted a new emphasis on performance management for MPO planning processes that will need to be considered as the AAMPO RTP process builds off of Transportation System Plans, Capital Improvement Programs and other planning documents written prior to MAP-21. Additionally, the Federal Functional Classification System as updated following the formation of the MPO should be used for the AAMPO RTP process.

Federal Funding Changes: Federal funding programs, funding levels, and funding streams changed with the establishment of the MPO, particularly as related to transit capital, operations and planning funds. These changes should be considered when utilizing planning and programming documents related to public transportation. For example, Albany Transit Service began receiving 5307 urban transit funds in place of the rural 5311 transit funds; additionally, the target amount of 5310 senior and disabled public transportation fund was established for the urbanized area.

State Regulatory Changes: Numerous updates made to the State of Oregon guidance for transportation planning. These include: Transportation Planning Rule amendments in 2005 and 2012, including redefining mobility ‘standards’ as ‘targets’ and an allowance was made for alternative measures outside of v/c ratio; Access Management Rules (OAR 734-051) saw significant revisions in 2011, and the OHP saw related revisions in 2012; A requirement for Special Transportation Areas have a management plan when the STA is on a Statewide Highway.

New Requirements Associated with the MPO: Oregon TPR establishes several additional requirements for MPO. These include: A parking plan in MPO areas (OAR 660-012-045(5)(c)); establishment of VMT reduction targets or alternative measures for MPO areas; and, requirements that local jurisdictions provide notice to MPOs of development proposals in which they may have an interest.

Federal MTP Requirements Summary

Federal requirements of MAP-21 [23 USC §134(i)] and the U.S. Code of Federal Regulations [23 CFR Part 450.322] describe specific elements/actions to be included in a long-range regional transportation plan (RTP). This handout attempts to summarize these elements to assist an MPO with identifying and developing each element for their RTP.

1. Identification of Transportation Facilities

- MPO must include an inventory of existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors).
- Emphasis must be given to those facilities that serve important national and regional transportation functions over the 20-year horizon of the plan.
- For metropolitan areas in nonattainment or maintenance areas, MPO must provide design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations under the EPA's transportation conformity rule (40 CFR Part 93).

2. Performance Measures and Targets

- MPO must include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- Considers how RTPs might use performance measures to connect strategic goals, including those in a vision plan, to protect screening or selection criteria in programming for the TIP, and in transparent monitoring of results.
- Allows the RTP to demonstrate aspects of a "performance based" planning process, including consideration of "outcome based" measures.

3. System Performance Report

- MPO must demonstrate progress toward the condition and performance of the transportation system with respect to performance targets based on the system performance recorded in the previous RTP document.
- Requires the MPO that voluntarily elected to develop multiple scenarios to demonstrate how the preferred scenario has improved the condition and performance of the transportation system, and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

4. Mitigation Activities

- MPO must include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.

- Includes activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- The discussion may focus on policies, programs, or strategies, rather than at the project level.
- The MPO must consult with federal, State, and tribal wildlife, land management, and regulatory agencies when deliberating mitigation activities.

5. Financial Resources Plan

- MPO must demonstrate how the adopted RTP can be implemented by indicating resources from public and private sources that are reasonably expected to be made available to carry out the plan.
- Revenues and cost estimates that support the RTP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation providers(s).
- Recommends any additional financing strategies for needed projects and programs.
- The MPO, transit operator(s), and State must cooperatively develop estimates of funds that will be available to support plan implementation.
- For outer years of the RTP (beyond the first 10 years), the financial resources plan may reflect combined ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

6. Operational and Management Strategies

- Requires the development of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Places a strong emphasis on the maintenance of existing transportation infrastructure.

7. Capital Investment and Other Strategies

- Requires the development of capital investment and other strategies to preserve the existing system, forecast future metropolitan transportation infrastructure needs, and provide for multimodal capacity increases based on regional priorities.
- The plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key features of the metropolitan area’s transportation system.

8. Transportation and Transit Enhancement Activities

- Requires a discussion on proposed transportation and transit enhancement activities.

9. Public Involvement and Title VI/Environmental Justice

- MPO must provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the RTP document.
- The MPO must employ a diversity of means to solicit and consider public input at multiple points in the planning process, including but not limited to, holding public meetings at convenient and accessible locations and times; employing visualization techniques to describe the plan; and making public information available in electronically accessible format and means, such as the World Wide Web, as appropriate.
- Reflects successful participation and support of transportation agencies, the business community, the general public, environmental justice communities, and other stakeholders. Measures the distribution of impacts to different socioeconomic and ethnic minorities and addresses inequalities.
- Incorporates steps to ensure access of the RTP document and planning process to Limited English Proficiency populations.
- Demonstrates how public input is incorporated within the goals, objectives, and implementation of the plan.

10. Consultation

- MPO must consult, as appropriate, with Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP.
- The consultation must involve, as appropriate, comparison of transportation plans with State conservation plans or maps, or with inventories of natural or historic resources, if available.
- In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO must coordinate development of the plan with the process for developing transportation control measures in the State Implementation Plan (SIP).

11. Safety and Security

- The MPO should include a safety element in the RTP that incorporates or summarizes the priorities, goals, countermeasures, or projects for the metropolitan planning area contained in the Strategic Highway Safety Plan required under 23 USC §148.
- May incorporate emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, and safeguard the personal security of all motorized and non-motorized users.

12. Optional Scenario Development

- An MPO may elect to develop multiple scenarios for consideration as part of the development of the RTP, including but not limited to:
 - Potential regional investment strategies for the 20-year planning horizon.
 - Assumed distribution of population and employment
 - Maintenance of baseline conditions for the performance measures and targets.
 - Improvement of baseline conditions for as many of the performance measures and targets as possible.
 - Revenue constrained scenarios based on the total revenues expected to be available over the 20-year forecast period of the plan.
 - Estimated costs and potential revenues available to support each scenario.

Key Themes

State of Oregon Requirements for Transportation System Plans

At a minimum, the TSP should accomplish the following:

- Establish a network of arterials/collectors that are interconnected, appropriately spaced and reasonably direct.
- Establish standards for the layout and connectivity of local streets.
- Protect transportation facilities and corridors for their intended functions.
- Provide public transportation services, including transit and ridesharing, that offer transportation options and meet the basic needs of the transportation disadvantaged.
- Provide a network of sidewalks and bikeways linking residential areas to activity centers.
- Include a transportation improvement program that identifies facilities and services that implement the plan and are feasible and can be constructed at a reasonable cost.
- Include a transportation finance program that identifies the funds that will be used to pay for projects identified in the transportation improvement program and reflects state guidance
- Include enabling ordinances that protect facilities and corridor function and encourage alternative modes.

Oregon Transportation Plan (OTP)

- To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon's local, regional, and statewide economies and livability of its communities.
- To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:
 - Safeguards the state highway system by maintaining functionality and integrity;
 - Ensures that local mobility and accessibility needs are met; and
 - Enhances system efficiency and safety.
- To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, support economic development, and enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.
- To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.
- To protect and enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system

Oregon Transportation Options Plan

Challenges, trends and opportunities identified by the plan include:

- The economy is growing and, with that, there is a growing need for transportation options, particularly during times of peak travel to maintain competitive commute times, retain and attract businesses, and support efficient movement of freight.
- Oregon’s ability to invest in significant new capacity is challenged both by the lack of space to expand roadways and the reduced buying power of transportation funding, requiring jurisdictions to think more broadly about moving people and goods efficiently.
- Transportation preferences among younger generations are changing – young adults are driving less and many show a clear preference for options to bike, walk, and take transit.
- As Baby Boomers reach retirement, there is a renewed need for expanded transportation options for seniors.
- Awareness of public health and its relationship to active transportation are increasing. Public health and reduction of debilitating disease requires rethinking our transportation options, both in terms of reducing pollution and increasing physical activity.
- Reliance on technology is increasing at an unprecedented pace. New technology brings people transportation related information in real time at the click of a button.

Oregon Highway Plan

The plan emphasizes:

- Efficient management of the system to increase safety, preserve the system and extend its capacity;
- Increased partnerships, particularly with regional and local governments;
- Links between land use and transportation;
- Access management;
- Links with other transportation modes; and
- Environmental and scenic resources.

Oregon Freight Plan

- A clearly defined, multimodal “Strategic Freight System,” is essential in order to focus freight system improvements, maintenance and protection on the freight corridors that play the most critical role in supporting the state’s economy. Currently, this does not exist.
- Capacity constraints, congestion, unreliability and geometric deficiencies in key highway, rail, air and marine freight corridors cause inefficiencies in statewide freight movement.
- Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.
- Improvements to the efficiency, reliability and safety of long-haul freight corridors require collaboration between Oregon and neighboring states.

- Changes to the physical dimensions of a highway may either accommodate or restrict permitted loads throughout the entire state and can cause connectivity issues to key businesses and freight generating activities.
- Freight needs to be able to move throughout the state in a manner that is as safe as possible. Its movement may impact safety in Oregon communities and risk to the environment.
- Industrial land supply for freight-dependent land uses may be insufficient to meet future demand. Lack of necessary land use protections may threaten the viability of freight transportation systems.
- Freight emissions include pollutants such as greenhouse gases and particulate matter that contribute to climate change and health risk concerns.
- National Environmental Policy Act (NEPA) review procedures and permitting requirements for freight projects involve complexities that, if overlooked, can result in negative impacts to project development and implementation cycles.
- New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and be expensive to implement.
- The freight system in Oregon lacks system redundancy in several key locations. This leaves it vulnerable to disruptions that threaten freight system continuity, especially during emergencies.
- Lack of a sustained source of statewide freight funding decreases the ability of the public sector to plan for long- and medium-term freight needs in a comprehensive manner.
- Limited availability of state transportation funds means that use of existing sources of funding must be effectively optimized.
- The lack of a continuous federal freight funding source makes it very challenging for Oregon to implement the ongoing planning and programming of freight projects. Those projects that are of regional or national significance should be eligible for federal participation and funding.
- The economic importance of freight is not always understood or appreciated by the public.

Oregon Bicycle and Pedestrian Plan

Key themes surfacing in the plan are capture in the three primary action areas: Provide bikeway and walkway systems that are integrated with other transportation systems; create a safe, convenient and attractive bicycling and walking environment; and, develop education programs that improve bicycle and pedestrian safety. These are described in more detail in Appendix A, along with specific implementation strategies.

Oregon Aviation Plan

1. Preserve - Preserve investment in Oregon's system of airports and its level of service
2. Protection - Protect airports from incompatible land uses

3. Safety - Maintain Oregon's public-use airports so that they are safe, and ensure that the airport system can fulfill its role in the state's emergency response system
4. Economic Development - Support economic development by providing access to regional, state, national, and international markets
5. Intermodal Accessibility - Provide access to the air transportation system and its connections with other modes for people and freight throughout the state
6. Environment - Comply with state and federal environmental protection requirements
7. Modernization and Capacity - Support efforts to ensure sufficient system capacity and airport modernization
8. Funding - Seek adequate and stable statewide funding to preserve system airports
9. Advocacy and Technical Assistance - Provide advocacy and technical assistance for airports and their users
10. State-owned Airport Management - Manage state-owned airports efficiently and effectively

Oregon Public Transportation Plan (OPTP)

Short-term priorities included in the plan most relevant to AAMPO planning efforts include investments to preserve the existing public transportation system with a priority on those who are transit-dependent; and, implementing and refining plans (including MPO plans) to identify service and capital needs. Longer-term priorities include: modernization investments that can accommodate increased demand, and updating of plans (including MPO plans) to reflect changes in transportation needs.

ODOT Public Transit Division Management of Grant Funded Capital Assets

ODOT, through the Rail and Public Transit Division, will provide the leadership to develop a unified vision for transportation planning and investment in the state of Oregon. To increase access to alternative transportation by engaging communities at a grass root level in the future of transportation, the division will:

- Support mobility and choice for the Elderly and Disabled population
- Connect transportation services throughout the state
- Ensure equity and coordination in funding and services to all communities
- Encourage better transportation choices for the environment
- Provide leadership, tools and solutions for better access
- Provide effective and efficient stewardship of state and federal funds
- Provide targeted and effective education and technical assistance

I-5 Optimization Study

The study is focused on safety and mobility.

Central Willamette Valley ITS Plan

The 2010 Central Willamette Valley ITS Plan provides a framework for development of Intelligent Transportation System (ITS) infrastructure in the Corvallis-Albany-Lebanon region. Generally speaking, ITS infrastructure is intended to promote travel options, optimize transportation system performance, and reduce the frequency and effects of incidents. This plan not only describes ITS infrastructure but also outlines agency roles and responsibilities in regards to design, construction, integration, planning, operation and maintenance of the infrastructure. By planning at this regional level, a common system framework and standards can be established, which will have broad benefits such as real-time information sharing between stakeholders. The ITS plan meets Federal Highway Administration and Federal Transit Administration requirements that an ITS plan be in place in order to fund ITS projects.

Salem-Keizer Transit Long Range Regional Transit Plan

The plan was developed in order to prioritize service improvements for communities in the Salem-Keizer Transit service area over 20 years; encourage coordination between Salem-Keizer Transit and other transit agencies in specific areas; guide operational planning for transit routes for both Cherriots and CARTS; and, inform transit planning elements in Transportation System Plans in cities and counties.

Linn County Code, including Comprehensive Plan and Transportation Plan Code

- The road network is the foundation for the County transportation system, and is the backbone for all modes of travel
- The major roadway capacity improvements identified in Linn County are on state roadways. The County's financing needs primarily revolve around maintenance and repair, with capital improvements mostly limited to road widening, realignments and other minor improvements.
- The importance of coordinating transportation and land use planning. The Code lists transportation projects that are permitted outright per the Comprehensive Plan, and those that would require a Comprehensive Plan text amendment.
- Support for enhancement of rail facilities, including support for high speed rail provided that access for emergency vehicles, public access to school and work are not impacted, nor is community development.
- Support for expanded transit service, including flexible services, provided the costs are equitably distributed.

Linn County Coordinated Public Transit Human Services Transportation Plan

The Plan identifies key issues and needs through an assessment of existing conditions and stakeholder interviews. The analysis specifically calls out the upcoming establishment of the Albany Area MPO and points to the fact that more than half of the populations served by special transportation reside in the AAMPO area, Lebanon or Sweet Home. Further, more than two-thirds of low or moderate income residents were found to reside in those three areas.

Key issues identified include: an aging population creating an increased demand on transit and paratransit services; difficulty serving a dispersed population; increased operational costs due increased cost of fuel and the need to replace vehicles; a need for increased regional coordination; the relative difficulty of serving low income residents who take more trips to a greater variety of locations as compared with seniors and those with disabilities who make fewer trips to a limited number of locations; concern about funding distribution at a statewide level; and, a desire to first preserve existing service. These overarching issues were refined and prioritized into the recommendations as listed below.

Linn County Park and Recreation Plan

One of the plan's six goals has a direct transportation tie-in: "*Promote health and wellness. A livable community provides diverse opportunities for improving health and wellness through physical activity, mental challenges, and social engagement.*"

Benton County Comprehensive Plan

Key themes related to transportation in the Benton County Comprehensive Plan include:

- Support for connections between public open space, natural areas, and communities, designed for a variety of non-motorized recreation and transportation modes.
- Providing for choices of alternative travel modes
- Maximizing the efficiency of existing facilities
- Consideration of quality of life, scenic and natural resources, and land use in transportation decision-making
- Provision of an equitably funded, safe, efficient, cost-effective mobility and accessibility to all county residents, businesses, and emergency services within and across county boundaries.
- Efficient and appropriate infrastructure for freight
- Encouragement for regional transit, and formation of a transit district

Benton County TSP

Key findings from the TSP that are relevant to AAMPO planning efforts include:

- The majority of congestion will occur on the state highway system;
- Limited new road construction of County roads could relieve some congestion;
- US20 between Corvallis and Albany will need to be expanded to meet projected capacity standards;
- Financial constraints will cause the County to look at the lowest-cost alternatives that will meet the identified 20-year needs; and,
- Multimodal solutions will be necessary to alleviate existing and avoid future constraints

Benton-Lincoln Public Transit Human Services Transportation Plan

Key recommendations from the Public Transit Human Services Transportation Plan include:

- Improve “out of region” travel options (i.e. travel from within the region to destinations such as Salem, Eugene, Portland), potentially by shifting volunteer resources
- Improve inter-city and inter-county transportation services. This could include periodic review of transit routes and schedules to improve coordination, integration, and connectivity, or the identification of better locations for transit hubs.
- Examine feasibility of vanpools to meet commuting needs of lower income individuals.
- Work with medical facilities and others to increase coordination by service providers (e.g. cluster appointments for those traveling from a particular community) to decrease per ride cost and increase service.
- Preserve existing services through increasing the sustainability and stability of funding.
- Increase and improve volunteer recruitment, training, retention and effective utilization
- Seek grants or nontraditional transportation funding to fill regional gaps/niches.
- Increase coordination, including biennial updates the database of transportation providers/resources, cooperative agreements for provision of more efficient service, and usage of STF committees for joint problem solving
- Share information on service delivery and best practices and develop and deliver joint programs, such as a travel training programs for potential transit riders and driver training.
- Explore options and partnerships to better utilize, increase and improve vehicle fleet
- In partnership with ODOT, look for funding opportunities to improve route planning, coordination of service (e.g. through the Ride Line brokerage), increase public awareness, provide training and address other regional needs and pursue opportunities.

Benton County Natural Areas and Parks Plan

The themes of connectivity and health are prominent in the plan, with health including public health and community solidarity, economic health, and environmental health. Connectivity was discussed within the context of the parks system supporting a comprehensive trail system, in collaboration with other jurisdictions and property owners, which can provide for exercise, connection with nature, stress relief, and transportation by foot or bicycle. The ‘Trail System Plan’ component of the document further discusses the need for trails as a means for neighborhood emergency access along existing rights-of-way, accessing the Willamette River, and the promoting economic development in the form of regional bike touring routes.

Marion County Comprehensive Plan

The transportation chapter identifies the following goals, based on the 2005 RTSP. They are also listed below, along with related objectives.

1. Improve Transportation System Safety
2. Provide an Accessible, Efficient, and Practical Transportation System
3. Provide Sufficient Transportation Capacity
4. Recognize Fiscal Reality

5. Work in Partnership with Communities to Address Community Needs and Values
6. Promote Alternative Modes of Transportation
7. Consider Land Use and Transportation Relationships
8. Address Transportation Policy Issues and Intergovernmental Coordination
9. Provide a Useful Plan Document

In addition to the transportation chapter, the urbanization chapter most directly relates to transportation planning. The urbanization chapter speaks to the sprawling nature of development within Marion County and identifies the need for an orderly and efficient conversion of rural land to urban uses, including a consideration of the urban transportation system when locating commercial and employment centers.

Marion County Rural Transportation System Plan (RTSP)

Key themes surfacing throughout the RTSP include prioritization of preserving and maintaining the current system in the face of an anticipated decline in funding; efficient use of available resources; a look towards increased population growth and congestion and the importance of TDM activities to address transportation needs; and the critical role that individual actions and travel patterns will play in shaping the future transportation system.

Marion County Parks Master Plan

The document was developed under the perspective that the totality of recreational resources available to County residents correlates more to quality of life than how those park facilities are distributed among individual jurisdictions within the County; therefore, it focuses more on the total inventory than the distribution of facilities among Marion County's 20 cities.

Public input during the planning processes found that hiking trails, multi-use trails, and bike lanes ranked as a high or medium priority by most questionnaire respondents. Nearly half of respondents felt that experiencing nature is the most important reason to build trails in Marion County.

Recommendations in the draft plan that most closely relate to transportation planning within the AAMPO area include:

- Developing recreation facilities that support popular activities – boating, walking, picnicking, fishing, camping, and swimming.
- Identification of gaps in bicycle lanes along routes from population areas to existing or future County parks. Routes that connect to existing or future regional trails, water trails, scenic auto routes or tour routes should also be a priority.

AAMPO Interim Transportation Improvement Program

The following prioritization criteria were identified by the MPO during its allocation of 2014 and 2015 STP funds:

- Fair distribution of funds among all jurisdictions

- Distribution of funds that will not negatively impact jurisdictions which had previously received the STP funds directly
- Spending a majority of funds on preservation projects

Pending Developments and Land Use Approvals

The AAMPO area is a small metropolitan area, but has seen some commercial and residential growth in recent years. The centralized location along the I-5 corridor, relative affordability, and proximity to Oregon State University and other mid-valley employers makes the AAMPO area an attractive place to live.

I-5: South Jefferson to U.S. 20 Environmental Assessment

This project is designed to combat mobility and safety issues.

Albany Comprehensive Plan

Key transportation-related recommendations or themes in the Plan include:

- Completing refinement studies for the Highway 20/Downtown corridor and the Interstate-5 corridor;
- Support of a safe, efficient and conflict-free transportation system;
- Support for clustered and neighborhood level commercial development; and,
- Recognition for unique planning efforts for the North Albany and South Albany areas.

Albany Park and Recreation Master Plan

The Plan includes general design policies that will guide all parks planning, along with design and development guidelines specific to the various park types in Albany. The plan includes a needs assessment to establish in quantifiable terms the community's need for parkland and recreation facilities in Albany. Public involvement was used to develop the needs assessment, including outreach, focus groups, an Organized Sports Provider Questionnaire, and a Technical Advisory Committee.

Albany Airport Master Plan

The Plan notes that the airport has experienced a minimal investment in new facilities in recent years, but that the basic infrastructure (airfield pavement storm drainage utilities access etc.) has been relatively well maintained and can accommodate a wide range of user needs. The Plan does not anticipate conflicts with the airport from projected land use or transportation plans.

Albany Transit Plan

Current transit levels of service need improvement. Transit ridership is also expected to grow as the density of the city increases.

Albany Transit System Title VI Program

In Accordance with Title VI of the Civil Rights Act of 1964, the Albany Transit System Title VI Program document outlines the Albany Transit System’s commitment to ensuring that no person shall, on the ground of race, color, national origin, religion, age, marital status, sexual orientation, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by the Albany Transit System (ATS). The plan was completed in March 2014.

Albany Capital Improvement Program (CIP)

Key goals from the Albany CIP include:

- Transparent, Open and Honest Government
- Dedication to Service
- Fiscal Responsibility
- Personal Honesty and Integrity
- Excellence
- Teamwork
- A Humane and Diverse Organization

Albany I-5 Corridor Refinement Plan

The 2008 Albany I-5 Corridor Refinement Plan addresses improvement recommendations for the Albany Knox Butte and Santiam Interchanges along the I-5 corridor, including adding additional interstate lanes. The Albany area is served directly by two interchanges — Knox Butte and Santiam. Additionally, the OR34 Interchange, via Columbus Street and OR99E, is used to access southern areas of Albany, and the Murder Creek Interchange is used to access areas in northern Albany both east and west of I-5.

Millersburg Comprehensive Plan

Unique policy directions provided in the Millersburg TSP, which pertains to the regional transportation system and that remain relevant today are listed below. (Not included are policies which implement state or federal requirements, address the local street system, are specific to functional classification, or refer to development already completed or no longer relevant.)

1. The City shall seek to develop a balanced transportation system which includes all transportation modes appropriate to the City’s needs.
2. Transportation proposals shall be reviewed to determine whether they enhance or deter the overall growth policy for the Urban Growth Area.
3. Transportation proposals shall be reviewed to ensure adverse social, economic, energy and environmental impacts and costs are minimized.
4. The City shall cooperate with other units of government in planning and developing transportation facilities for the community

5. Future transportation projects shall contribute to the emergence of a systematic circulation network that forms the basic organizational framework on which the community can develop
6. Multiple use of transportation right-of-ways shall be encouraged

Millersburg I-5 Corridor Refinement Plan

The refinement plan study was generated by existing condition mobility issues.

Jefferson Comprehensive Plan

The transportation element of the Plan primarily focuses on the street system, while specific recommendations are also made for increased safety at at-grade railroad crossings, the provision of sidewalks throughout the city and a bike path system that facilitates access to schools, downtown and the east bank of the Santiam River.

Tangent Comprehensive Plan

The 2007 Tangent Comprehensive Plan guides land use within the City limits and the Urban Growth Boundary. The Plan describes how the city will manage the conversion of farmland to urban use in an incremental and orderly fashion while simultaneously integrating farmland and open space, retaining and enhancing historic places, giving preference to clean, green businesses and industry.

The plan lists characteristics of rural life, which include “low traffic.” The plan says Tangent provides residents with a safe community where they feel safe in their homes, can ride their bikes, go for walks, and where their families can play and grow. The plan says adequate transportation services are available, and cites that Tangent leverages existing service providers to remain cost effective. Park services vary in type and need, providing interconnecting bike and walking paths, and places for youth and elderly to enjoy.

Tangent Transportation System Plan (TSP)

Key themes in the TSP include modest expectations for transportation system improvements and maintenance; prioritization of safety and mobility along Highway 34 and 99E; and, support for alternative modes within the City including public transit.

Gaps

Oregon Highway Plan

The OHP was developed under a prior federal transportation act - Transportation Equity Act for the 21st Century (TEA-21) - which has since been replaced with Moving Ahead for Progress in the 21st Century (MAP-21) as approved in 2012. Consideration should be made to changes in federal legislation since the OHP was adopted, and particularly in relation to the passage of MAP-21 and performance management. Additionally, updates to the OHP should be considered in relation to other AAMPO area planning documents. This includes:

- Amendments to the OHP mobility standards and access management spacing standards. Mobility ‘standards’ were redefined as ‘targets’ and an allowance was made for alternative measures outside of v/c ratio.
- A requirement for Special Transportation Areas to have a management plan when the STA is on a Statewide Highway.

Oregon Transportation Options Plan

No gaps identified, although most local plans will not be aligned with this Plan as it was recently adopted.

Oregon Freight Plan

The Oregon Freight Plan is required to comply with federal requirements, however it was prepared in accordance with the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and should be considered in reference to requirements of Moving Ahead for Progress in the 21st Century (MAP-21) and any subsequent federal transportation acts.

Oregon Bicycle and Pedestrian Plan

The plan was developed under prior federal transportation act, and should be referenced carefully in respect to updated federal requirements per MAP-21 or any subsequent legislation.

Additionally, this plan is currently being updated and new data or findings should be used to the degree possible. Information regarding the updated plan is available here:

<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>.

Oregon Aviation Plan

Consideration should be given to any updates to the OTP and TPR since the time of this plan.

Oregon Public Transportation Plan (OPTP)

Many regulatory, demographic, and societal changes have occurred since the 1997 OPTP was developed, and information and guidance from the plan currently under development should be utilized to the degree possible. Information regarding the updated plan is available here:

ODOT Public Transit Division Management of Grant Funded Capital Assets

Changes to federal funding programs, such as discontinuance of the Job Access Reverse Commute (JARC) program, should be taken into consideration during the AAMPO planning process.

Oregon Access Management Rules

These Rules saw significant revisions in 2011, and the OHP saw related revisions in 2012. Numerous plans in the AAMPO area were developed prior to these updates and new regulations and information should be considered during development of the AAMPO RTP.

State Transportation Improvement Program

The insecurity of federal transportation funds to support projects currently listed in the FY15-18 STIP and future STIP cycles should be considered during development of the AAMPO Regional Transportation Plan. ODOT's most recent projections and guidance regarding availability of federal and state transportation funds should be considered.

Central Willamette Valley ITS Plan

Consideration should be given to action items completed since development of this Plan.

Linn County Code, including Comprehensive Plan and Transportation Plan Code

Linn County will be developing a TSP concurrent with the AAMPO RTP process. Data and findings from this process should be incorporated into the AAMPO RTP to the degree possible.

Oregon Transportation Planning Rule (TPR)

Amendments were made to TPR in 2005 and 2012 that may need to be considered, and should be addresses with the current TSP process. Additionally, with the formation of the MPO, consideration of VMT reduction targets or alternative measures should now be considered.

Linn County Coordinated Public Transit Human Services Transportation Plan

Consideration should be made for recommendations accomplished since the date of the plan, including connecting Lebanon and Sweet Home with the Linn-Benton Loop. This plan will be updated during the AAMPO RTP process, and the newly-adopted plan should be referenced for AAMPO purposes to the degree possible.

Linn County Park and Recreation Plan

Additional development, acquisitions, or changes to the park system and system needs may have occurred since the plan was drafted in 2009.

Benton County TSP

Benton County is currently seeking to update this document, and progress may begin during the

development of the AAMPO RTP. Additionally, amendments made to Oregon's Transportation Planning Rule since the date of this document should be considered, particularly as related to mobility standards and access management. Lastly, with the formation of the MPO, consideration of VMT reduction targets or alternative measures should now be considered.

Benton-Lincoln Public Transit Human Services Transportation Plan

Consideration should be made for recommendations accomplished since the date of the plan. This plan will be updated during the AAMPO RTP process, and the newly-adopted plan should be referenced for AAMPO purposes to the degree possible.

Marion County Comprehensive Plan

The Comprehensive Plan was adopted in 2010, incorporating the 2005 RTSP. Therefore, gaps identified in the 2005 RTSP would apply here as well. First, the RTSP is currently undergoing an update, and new information should be considered during development of the AAMPO RTP. Additionally, amendments TPR amendments in 2005 and 2012 that may need to be considered. Lastly, the MPO will be required to establish VMT reduction targets or alternative measures, which may impact Marion County, although they are not party to the MPO and the RTSP does not overlap with the AAMPO planning area.

Marion County Rural Transportation System Plan (RTSP)

This plan was adopted in 2005 and is currently undergoing an update. Additionally, TPR in 2005 and 2012 may need to be considered. Lastly, consideration of VMT reduction targets or alternative measures should now be considered. Marion County may not be subject to this requirement, as they are not party to the MPO and the RTSP does not overlap with the AAMPO planning area.

Marion County Parks Master Plan

When referencing this plan, it should be remembered that this plan was developed in 2009 and never adopted.

AAMPO Interim Transportation Improvement Program

MAP-21 created a new emphasis on performance management, and the likelihood that a project will help achieve performance targets will be a future consideration. Also, AAMPO will develop a full MTIP in concert with the RTP, with adoption anticipated by March 16.

Albany Transportation System Plan (TSP)

Key items to consider as part of the AAMPO RTP process include:

- Recent improvements to natural gas pipelines throughout the Corvallis – Albany area may require and update to the summary of pipeline facilities.
- An update to ODOT Mobility Targets in 2011 and formation of the MPO may require a reassessment of LOS standards used within the Albany TSP

- Updates to the National Highway System as a result of MAP-21 may impact roadway classifications and treatments
- The model used for the TSP was unable to consider non-vehicular trips and assumed that non-auto trips would remain constant as a percentage of overall trips. Recent trends indicate that mode splits may not be static, as suggested.
- The TSP notes that the City uses a different roadway functional classification system than ODOT; this should be considered in the planning effort, and also the functional classification updates that occurred following the 2010 Census must be reflected in the AAMPO RTP/RTSP
- The TSP includes Appendix A, outlining compliance with TPR; however, several items made need to be revisited with the formation of the MPO. These include: a parking plan in MPO areas (OAR 660-012-045(5)(c)) and regulations to provide notice to MPOs of development proposals in which they may have an interest. Lastly, consideration of VMT reduction targets or alternative measures should now be considered.

Albany Park and Recreation Master Plan

This plan was published in 2006, and appears to be undergoing an update. If the update is completed in the course of the AAMPO RTP process, it should also be considered.

Albany Airport Master Plan

This plan is currently being updated and the City of Albany website should be monitored for future updates, particularly final development recommendations. The 2002 plan was developed largely on data collected for a 1996 planning effort and is therefore out of date. Newly collected data should be utilized to the degree possible.

(<http://cityofalbany.net/departments/public-works/transportation/albany-municipal-airport>)

Albany Transit Plan

Gaps in the document that may need to be considered during development of the AAMPO RTP and TDP include:

- Service and capital enhancements made since the plan was completed
- Changes in federal funding programs, funding levels, and funding streams that changed with the establishment of the MPO

The concept of Level of Service has changed in recent years, and consideration should be given to newer methodologies during the development of the AAMPO RTP and TDP

Albany Transit System Title VI Program

This document is fairly recent and no gaps have been identified. If any Title VI complaints have been filed, they would be relevant to consider for the AAMPO RTP and TDP process.

Albany I-5 Corridor Refinement Plan

This document was published in 2008 and makes projections through 2015, so updated traffic counts and data may be considered.

Millersburg Comprehensive Plan

Many components of the plan, as well as statutory references, may be out of date. The City will be developing a TSP parallel to the AAMPO RTP which should be referenced to ensure consistency between the planning processes and accuracy of the final AAMPO RTP.

Millersburg I-5 Corridor Refinement Plan

Because planning work began in 1995, traffic volume data for this study is now 10 years old and standards referenced may be out of date. OHP mobility guidance was updated in 2011. Additionally, the assumption was made that the AAMPO planning area would not include Century Drive and the rural mobility standards were used. AAMPO encompasses I-5 and Century Drive, along with the South Jefferson, Viewcrest and Murder Creek interchanges.

Jefferson Comprehensive Plan

While Jefferson is a small and slowly growing community, data and guidance in the plan dates from 1977 and is most likely out of date. Due to the date of the plan, it may not be consistent with updates to TPR and other state planning requirements.

Jefferson Transportation System Plan

This planning process was completed in 2001, and the local transportation system has seen some minor changes since that time, including installation of a traffic signal at Highway 164 and Main Street. Additionally, amendments have been made to the TPR and updates made to mobility standards in the Oregon Highway Plan since that time. Lastly, with the formation of the MPO, consideration of VMT reduction targets or alternative measures should now be considered.

Tangent Transportation System Plan (TSP)

The plan was developed using 1998 traffic volumes, with projections out to 2018. Additionally, revisions to Oregon TPR in 2005 and 2012 should be considered, particularly as related to access management and mobility standards. Lastly, consideration of VMT reduction targets or alternative measures should now be considered.

Tangent Capital Improvement Program

Consideration should be given to projects completed.

Appendix A: Summary of Planning Documents

Federal Requirements for a Regional Transportation Plan: This summary outlines federal guidance for specific elements required for inclusion or consideration in an MPO's long-range regional transportation plan (RTP).

State of Oregon Requirements for Transportation System Plans: The Oregon Transportation Planning Rule (TPR) requires cities, counties, and MPOs to adopt Transportation System Plans (TSPs) with the intent of promoting the development of safe, convenient and economic transportation systems that reduce reliance on the automobile. MPOs are directed to develop Regional Transportation System Plans (RTSPs) that emphasize coordination with land use planning and development of a multimodal system that reduces reliance on the automobile.

Oregon Transportation Plan (OTP): The 2006 OTP is the overarching policy document among a series of plans that together form the state transportation system plan. This plan provides a broad look at the future needs of Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation and railroads through 2030.

Oregon Transportation Options Plan: The 2015 Oregon Transportation Options Plan (TO Plan) is a multimodal topic plan further refining the Oregon Transportation Plan (OTP). The TO Plan provides policy guidance regarding the integration of transportation options into statewide, regional, and local planning and programming efforts. Transportation options strategies, programs, and investments are intended to allow for more choices in the transportation systems, allowing people to bike, walk, take transit, drive, share rides, and telecommute.

Oregon Highway Plan: The 1999 Oregon Highway Plan establishes long-range policies and investment strategies for the State Highway System. The document has been updated through many technical and policy amendments since its adoption, with key updates to expressway classifications (2013), Tolling and pricing (2012), freight routes (2012), access management guidance (2011 and 2012), and mobility standards (2011).

Oregon Freight Plan: The 2011 Oregon Freight Plan (OFP) is a multimodal topic plan required by the Oregon Transportation Plan (OTP). It outlines goals, policies and strategies specific to the state's freight system. The purpose of the Plan is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses.

Oregon Bicycle and Pedestrian Plan: The Oregon Bicycle and Pedestrian Plan provides a vision and a policy framework for decision making and investment strategies regarding bicycle and pedestrian projects, within the context of the statewide transportation system. The plan

includes a section outlining policies and strategies, as well as a section outlining design, maintenance and safety information. The current plan was adopted in 1995, however, ODOT is in the process of updating the plan, and final adoption is anticipated in June 2016.

Oregon Aviation Plan: The Department of Aviation's Oregon System Plan (OAP) is a comprehensive evaluation of Oregon's aviation system serving as a guide for future aviation development. The plan assesses the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the national importance and state significance of each airport. The plan was adopted in 2007, with updates ongoing.

Oregon Public Transportation Plan (OPTP): The OPTP provides 20-year guidance for the development of transit, rideshare and transportation demand management services in Oregon. It serves as a blueprint for the public transportation system envisioned in the OPTP, responds to the Oregon Benchmarks, and furthers the recommendations of the Oregon Transportation Initiative. The current OPTP was adopted in 1997; however, planning for a new OPTP is underway and the plan is expected to be completed in 2017.

ODOT Public Transit Division Management of Grant Funded Capital Assets: The document outlines the transit programs for which the ODOT Public Transit Division is responsible, along with procedures for grant and financial management, capital procurement and management of capital assets, and maintenance of property. It also provides guidance for each individual public transportation program.

Oregon Access Management Rules: OAR 734-051 establishes procedures, standards, and approval criteria used by the ODOT to govern highway approach permitting and access management. Specifically, it addresses highway approaches, access control, spacing standards, and medians. These Rules saw significant revisions in 2011, and the OHP saw related revisions in 2012.

State Transportation Improvement Program: The STIP is ODOT's short-term capital improvement program, providing project funding and scheduling information for ODOT and the Oregon's MPOs. It is a four-year program covering state and federally funded system improvements for which funding is approved and that are expected to be undertaken during the identified four year period. The current STIP covers FFY 2015-18.

I-5 Optimization Study: This internal ODOT planning effort was conducted in 2014 to identify low-cost, operational improvements that could be implemented over a 5-year period to improve safety and mobility along the I-5 corridor between Salem and Albany. Project goals were to reduce unreliable travel times, congestion, and delay from non-recurring events such as crashes, special events, or weather conditions.

Central Willamette Valley ITS Plan: The 2010 Central Willamette Valley ITS Plan provides a framework for development of Intelligent Transportation System (ITS) infrastructure in the Corvallis-Albany-Lebanon region. ITS infrastructure is intended to promote travel options, optimize transportation system performance, and reduce the frequency and effects of incidents.

Salem-Keizer Transit Long Range Regional Transit Plan: The Salem-Keizer Transit District (SKT) provides local and regional transit service in Marion and Polk Counties. This includes a variety of services, including:

1. Cherriots, a fixed-route service within the Salem-Keizer urban growth boundary
2. Cherry-Lift, a door-to-door paratransit service
3. Chemeketa Area regional Transportation System (CARTS) serving outlying areas of Marion and Polk Counties
4. Cherriots Rideshare, a vanpool and carpool program.

The October 2013 Salem-Keizer Transit Long Range Regional Transit Plan provides strategic direction for these services over a 20-year period.

Linn County Code, including Comprehensive Plan and Transportation Plan Code: The Linn County Comprehensive Plan is established in Section 9 of the Linn County Code. It was prepared to address requirements of ORS 197 and to provide a framework for planning in rural Linn County over a 20-year period (through 2021). The goals and policies listed in the Plan chart a course for growth and development in Linn County, in conjunction with comprehensive plans for individual cities throughout the County.

Linn County Coordinated Public Transit Human Services Transportation Plan: The 2007 Linn County ‘Coordinated Plan’ identifies transportation needs and funding priorities for services that provide transportation for seniors, persons with disabilities and residents of low income throughout Linn County. Coordinated Plans are a requirement for federal (5310) and state (Special Transportation Fund) funding. This plan is currently being updated and is anticipated for completion by early 2016.

Linn County Park and Recreation Plan: This 2009 plan establishes guidance for providing parks and recreation facilities throughout the county over a 10-year period. Recommendations include trail development, creation of a regional trail plan, and an analysis to identify missing bike lanes.

Benton County Comprehensive Plan: The 2007 Comprehensive Plan is the official policy guide for decisions about growth, development, services, and resource management in Benton County outside of incorporated cities.

Benton County TSP: The Benton County Transportation System Plan was adopted in 2001, in compliance with Oregon Transportation Planning Rule (TPR). The TSP is required to look

forward at the transportation system needs resulting from twenty years of population and employment in accordance with adopted comprehensive land use plans. The Benton County TSP projects transportation system needs through 2015.

Benton-Lincoln Public Transit Human Services Transportation Plan: Coordinated Plans are a requirement for federal (5310) and state (Special Transportation Fund) funding for transit services for the elderly, individuals with disabilities and individuals with limited income. The 2007 Benton-Lincoln Coordinated Plan serves as a guide for future investment in these services. The plan is currently being updated and is anticipated for completion by early 2016.

Benton County Natural Areas and Parks Plan: The 2012 Benton County Natural Areas and Parks Plan provides strategic direction for the County's parks, open space, natural areas, parks, and trails. The document recognizes the success of previous planning efforts in maintaining outstanding parks and natural areas, a well-established network of greenbelts and trails, and the benefit of these resources on community health and well-being.

Marion County Comprehensive Plan: The Marion County Comprehensive Plan guides the development and conservation of Marion County's land resources, and builds off of the 2005 Marion County Rural Transportation System Plan in its transportation chapter. The Comprehensive Plan is a generalized long-range policy guide and land use map that provides the basis for decisions on the physical, social, and economic development of Marion County. The current Plan was adopted in 2010.

Marion County Rural Transportation System Plan (RTSP): The Marion County RTSP was developed in compliance with Oregon Transportation Planning Rule and provides strategic direction for development and maintenance of the rural Marion County transportation system over a 20 year period. The plan only considers facilities outside the urban growth boundaries, so it does not overlap with the AAMPO planning area. However, it can be instructive in development of the AAMPO RTP. The plan was adopted in 2005 and is currently undergoing an update.

Marion County Parks Master Plan: The draft Marion County Parks Master Plan, as prepared in 2009, proposes a vision and community goals for Marion County's parks over a 10-year period. Based on this vision, the draft plan also identifies current and future park and recreation needs and the capital and non-capital projects that meet them.

AAMPO Interim Transportation Improvement Program: This interim document programs federally-funded transportation projects occurring in the AAMPO area, including projects funded with \$1,326,650 of Surface Transportation Program (STP) funds allocated to AAMPO for calendar years 2014 and 2015. The Interim TIP was adopted 2013, with amendments ongoing. A full TIP will be developed in concert with the AAMPO RTP, for adoption in March 2016.

Pending Developments and Land Use Approvals: The AAMPO area is a small metropolitan area, but has seen some commercial and residential growth in recent years. The centralized location along the I-5 corridor, relative affordability, and proximity to Oregon State University and other mid-valley employers makes the AAMPO area an attractive place to live.

I-5: South Jefferson to U.S. 20 Environmental Assessment: This project covers a six-mile stretch of Interstate 5 and includes five interchanges within the MPO area: South Jefferson, Viewcrest, Murder Creek, Knox Butte, and US 20. This section of interstate and its interchanges do not function well, which creates vehicle movement conflicts on I-5 and affects access to businesses and homes. These problems are expected to increase in the future as the region continues to grow. The EA builds upon the Millersburg and Albany I-5 Corridor Refinement Plans, completed in 2006 and 2008.

Albany Comprehensive Plan: This plan provides a framework for decision-making regarding short term and long term land use decisions. Date of Plan: 1980 with updates as recent as 2013.

Albany Transportation System Plan (TSP): The Albany TSP guides the management and development of transportation facilities within Albany, incorporating the community's vision, while remaining consistent with state and local plans such as the Comprehensive Plan, Transit Development Plan, and Airport Master Plan.

Albany Park and Recreation Master Plan: This 2006 plan describes a strategy for meeting current and future park and recreation needs in, based on a community vision about what recreation opportunities and park experiences they wanted, needed, and preferred. This plan is currently being updated.

Albany Airport Master Plan: This 2002 plan defines short-term and long-term needs of the airport through 2020. An update is currently underway and should be considered for the AAMPO RTP.

Albany Transit Plan: The 2011 Albany Transit Plan provides an overview of the existing Albany Transit Service (ATS) and provides recommendations on transit system improvements and capital investments through 2030, in conjunction with the Albany 2030 Transportation System Plan. Development of a full Transit Development Plan was recommended upon formation of AAMPO.

Albany Transit System Title VI Program: This 2014 plan outlines the City of Albany's commitment to ensuring that no person shall, on the ground of race, color, national origin, religion, age, marital status, sexual orientation, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by the Albany Transit System.

Albany Capital Improvement Program (CIP): The CIP outlines funding for infrastructure projects for parks, public facilities, accessibility, revitalization, transportation, as well as the City's water, wastewater and stormwater systems. Date of plan: 2014-15 through 2018-19 fiscal years.

Albany I-5 Corridor Refinement Plan: This 2008 plan outlines recommended improvements for the Albany Knox Butte and Santiam Interchanges along the I-5 corridor, including adding additional interstate lanes.

Millersburg Comprehensive Plan: The Millersburg Comprehensive Plan complies with ORS 197 and provides guidelines for the conservation and development of community resources and serves to promote the public health, safety and general welfare of community residents. The City of Millersburg was incorporated in 1974, established its urban growth boundary in 1978, and began work on the existing Comprehensive Plan in 1979. The existing plan was most recently amended in 1984.

Millersburg I-5 Corridor Refinement Plan: The Millersburg I-5 Corridor Refinement Plan was completed between 1995 and 2006, and was an early step in producing the I-5: South Jefferson to U.S. 20 Environmental Assessment. The Plan specifically looked at a four-mile stretch of I-5 as it passes through the Millersburg area, including three interchanges – South Jefferson, Viewcrest, and Murder Creek.

Jefferson Comprehensive Plan: This plan was prepared in 1977 and serves as the guiding planning document for the city. The transportation element of the Plan primarily focuses on the street system, with specific recommendations also made for increased safety at at-grade railroad crossings, the provision of sidewalks throughout the city, and a bike path system that facilitates access to schools, downtown and the east bank of the Santiam River.

Jefferson Transportation System Plan: The 2001 Jefferson Transportation System Plan (TSP) addresses the City's anticipated transportation needs through the year 2020. The TSP complies with state and federal regulations that require urban areas to conduct long-range planning.

Tangent Comprehensive Plan: The 2007 Tangent Comprehensive Plan guides land use within the City limits and the Urban Growth Boundary. The Plan describes how the City will manage the conversion of farmland to urban use in an incremental and orderly fashion while simultaneously integrating farmland and open space, retaining and enhancing historic places, giving preference to clean, green businesses and industry.

Tangent Transportation System Plan (TSP): The Tangent TSP was approved by voters and adopted in 2002. It is intended to meet the need for long range planning and replace the transportation element of the Comprehensive Plan. Key themes in the TSP include modest expectations for

transportation system improvements and maintenance; prioritization of safety and mobility along Highway 34 and 99E; and, support for alternative modes within the City including public transit.

Tangent Capital Improvement Program: This document programs for capital improvements within the City of Tangent for the years 2011 - 2016. A capital project results in a permanent addition to the City's assets through: acquisition of property; new construction; or rehabilitation, reconstruction or renovation of an existing facility. Capital projects are relatively large-scale endeavors in cost, in size and in benefit to the community. Because the City of Tangent is fully within the MPO, all projects are also within the MPO planning area.

Appendix B: Plan Review

This Appendix summarizes the following elements of each plan reviewed:

- Goals
- Policies
- Standards
- Findings
- Key Recommendations
- Projects

Goals

Oregon Transportation Options Plan: The Goals for the Oregon Transportation Options Plan are framed around the following vision statement:

“Oregon’s state, regional, and local transportation systems provide travelers of all ages and abilities with transportation options to access goods, services, and opportunities needed across the state. Public and private investments in a range of transportation options strategies, programs, and services provide travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system. People in Oregon have better options to travel and can readily access information to choose the options that best meet their transportation needs, budget, and preferences. By using efficient transportation options, people improve the economic, human, community, and environmental health in their communities.”

The plan includes the following ten goals:

Goal 1: Safety

To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.

Goal 2: Funding

To establish an optimized transportation system with funding for transportation options equally considered with other programs at the state, regional, and local levels, with strategic partnerships that support jurisdictional collaboration, and with public and private sector transportation investment.

Goal 3: Accessibility

Expand the availability, information, and ease of use of transportation options, improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.

Goal 4: Mobility and System Efficiency

To improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.

Goal 5: Economy

To enhance economic vitality by supporting job creation and retention, decreasing household spending on transportation, supporting vibrant local businesses, and helping goods move reliably.

Goal 6: Health and Environment

To support healthier natural and built environments by developing and promoting transportation options that reduce the environmental impacts of motorized travel and allow more people to incorporate physical activity in their daily lives.

Goal 7: Land Use and Transportation

To ensure land use planners, developers, and decision makers have transportation options tools and strategies to implement livable development patterns by supporting the availability, access, and co-location of transportation options.

Goal 8: Coordination

To work collaboratively with public and private partners to integrate transportation options into local, regional, and state planning processes, operations and management, and investment decisions.

Goal 9: Equity

To support the diverse transportation needs of people of all ages, abilities, income levels, and ethnicities throughout Oregon.

Goal 10: Knowledge and Information

To provide Oregonians and visitors with easily accessible information about the full range of transportation options available to them, to improve the customer experience through increased human capital, and to help customers match options with individual travel needs.

Oregon Highway Plan: The OHP and complies with statewide land use planning goals and the Transportation Planning Rule and it carries out the Oregon Transportation Plan. Other elements of the Oregon Transportation Plan include the Aviation System Plan, Bicycle/Pedestrian Plan, Corridor Plans, Public Transportation Plan, Rail Plan, Transportation Safety Action Plan, the Willamette Valley Transportation Strategy, and the newly adopted Transportation Options Plan. Several of these plans are currently being updated. Under the Transportation Planning Rule,

regional and local transportation system plans must be consistent with the state transportation system plan, including the Highway Plan.

The plan emphasizes:

- Efficient management of the system to increase safety, preserve the system and extend its capacity;
- Increased partnerships, particularly with regional and local governments;
- Links between land use and transportation;
- Access management;
- Links with other transportation modes; and
- Environmental and scenic resources.

Oregon Bicycle and Pedestrian Plan: Key themes surfacing in the plan are capture in the three primary action areas: Provide bikeway and walkway systems that are integrated with other transportation systems; create a safe, convenient and attractive bicycling and walking environment; and, develop education programs that improve bicycle and pedestrian safety. These are described in more detail in Appendix C, along with specific implementation strategies.

Oregon Aviation Plan: Goals from the 1992 Oregon Transportation Plan were integrated into the OAP 2007 to provide a consistent foundation from which to evaluate and improve aviation infrastructure. Additionally, policy guidance from the 2000 OAP was found to be still applicable and was incorporated directly into this update.

1992 Oregon Transportation Plan Goals

1. **Mobility and Accessibility:** To enhance Oregon’s quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.
2. **Management of the System:** To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.
3. **Economic Vitality:** To promote the expansion and diversification of Oregon’s economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.
4. **Sustainability:** To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environment.

5. **Safety and Security:** To plan, build, operate and maintain the transportation system so that it is safe and secure.
6. **Funding the Transportation System:** To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.
7. **Coordination, Communication, and Cooperation:** To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so that transportation system functions as one system.

Oregon Public Transportation Plan (OPTP): The public transportation plan builds on and begins implementing the OTP’s long-range vision for public transportation in the State of Oregon. That vision includes:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including services in urban areas that is an attractive alternative to the single occupant vehicle, and high-quality, dependable service in suburban, rural and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.

ODOT Public Transit Division Management of Grant Funded Capital Assets: ODOT, through the Rail and Public Transit Division, will provide the leadership to develop a unified vision for transportation planning and investment in the state of Oregon. To increase access to alternative transportation by engaging communities at a grass root level in the future of transportation, the division will:

- Support mobility and choice for the Elderly and Disabled population
- Connect transportation services throughout the state
- Ensure equity and coordination in funding and services to all communities
- Encourage better transportation choices for the environment
- Provide leadership, tools and solutions for better access
- Provide effective and efficient stewardship of state and federal funds
- Provide targeted and effective education and technical assistance

I-5 Optimization Study:

Goal 1: Improve safety. This includes objectives to reduce rear end crashes, reduce fixed object and side-swipe crashes; reduce weather-related crashes; and, to clear all lane-blocking incidents within 90 minutes

Goal 2: Improve commuter mobility. This includes objectives to reduce fixed object and side-swipe crashes; reduce weather-related crashes; and, to clear all lane-blocking incidents within 90 minutes.

Goal 3: Improve freight mobility. This includes objectives to make travel times more reliable during peak and non-peak hours and reduce freight-related crashes.

Central Willamette Valley ITS Plan:

Goal: Support informed travel choices and promote travel options

- Increase mode split for transit, bicycles, and pedestrians.
- Reduce transportation related air pollution.
- Expand breadth and geographic coverage of traveler information.
- Disseminate traveler information for public and private uses.

Goal: Optimize the performance of the transportation infrastructure

- Improve travel time reliability for people and goods movement.
- Reduce recurring and non-recurring delay.

Goal: Operate a safe transportation system

- Reduce frequency, duration, and effects of incidents.
- Reduce emergency response times.

Linn County Coordinated Public Transit Human Services Transportation Plan:

- Increase the safe, efficient, affordable and sustainable transportation options for Linn County residents.
- Strengthen existing public transportation programs and utilize, where possible, these programs to particularly provide service to seniors, persons with disabilities and persons with low income.
- Strengthen regional partnerships to improve coordination, connectivity, accessibility and efficiency of transportation services.
- Support and increase the use of volunteers in providing transportation services and increase efforts to recruit, train and retain volunteers.
- Identify and secure realistic, equitable and sustainable funding, including the use of local resources to leverage federal and state funds, for transportation options.
- Improve transportation services that are an essential part of daily life for residents with developmental disabilities.
- Improve economic vitality by improving employment-related transportation options.
- Provide reasonable and sustainable staff resources to assist transportation providers and the community in the implementation of the coordinated plan.
- Working with federal and state partners, advocate and support efforts to secure strategic and sustainable investments in transit infrastructure, particularly vehicles.
- Increase public involvement in planning, development and funding decisions related to

public transportation.

Linn County Park and Recreation Plan: One of the plan’s six goals has a direct transportation tie-in: “*Promote health and wellness. A livable community provides diverse opportunities for improving health and wellness through physical activity, mental challenges, and social engagement.*”

Benton County Comprehensive Plan: The following value statements were included in the plan to provide context for its policies.

- The land – its beauty and life-sustaining qualities
- Maintenance of rural character
- A healthy environment
- Economic security and opportunity
- Supportive human systems
- Public and private interests
- Engagement between citizens and government
- Connection to place

Benton County TSP: See Appendix C

Benton County Natural Areas and Parks Plan: The Plan includes eight policy goals:

1. Maintain an exemplary system
2. Strive for the highest quality of services
3. Place a high priority on education and community awareness
4. Assure highest level of safety and security
5. Promote a healthy community and healthy habitats
6. Develop an integrated, connected, and accessible system
7. Maintain progressive and supportive leadership
8. Strive for a sustainable future

Marion County Comprehensive Plan: The transportation chapter identifies the following goals, based on the 2005 RTSP. They are also listed below, along with related objectives.

1. Improve Transportation System Safety
2. Provide an Accessible, Efficient, and Practical Transportation System
3. Provide Sufficient Transportation Capacity
4. Recognize Fiscal Reality
5. Work in Partnership with Communities to Address Community Needs and Values
6. Promote Alternative Modes of Transportation
7. Consider Land Use and Transportation Relationships

8. Address Transportation Policy Issues and Intergovernmental Coordination
9. Provide a Useful Plan Document

Marion County Rural Transportation System Plan (RTSP): The RTSP is currently being updated, with the draft goals and objectives listed on the subsequent pages. Additionally, the full 2005 goals and objectives are listed under the Marion County Comprehensive Plan summary.

1. Improve Transportation System Safety
2. Provide an Accessible, Efficient, and Practical Transportation System
3. Provide Sufficient Transportation Capacity
4. Recognize Fiscal Reality
5. Work in Partnership with Communities to Address Community Needs and Values
6. Promote Alternative Modes of Transportation
7. Consider Land Use and Transportation Relationships
8. Address Transportation Policy Issues and Intergovernmental Coordination
9. Provide a Useful Plan Document

Marion County Parks Master Plan: Goals in the draft plan that most directly relate to transportation include:

- Provide diverse recreation opportunities that are responsive to changing community needs
- Provide an interconnected park system that provides opportunities for active transportation and recreation

AAMPO Interim Transportation Improvement Program: Federal regulations require that projects included in a TIP be consistent with the Regional Transportation Plan and that the project selection process considers the following planning factors:

1. Economic vitality
2. Safety
3. Security
4. Accessibility & Mobility
5. Environmental protection & enhancement
6. Integration & connectivity of transportation system
7. Efficient system management & operation
8. Preservation of existing system

Albany Comprehensive Plan: Specific transportation goals listed in the Plan area listed below, and a full list of goals and policies related to transportation are listed in Appendix C.

1. Provide an efficient transportation system that provides for the local and regional movement of people and goods.

2. Provide a safe transportation system.
3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.
4. Provide a transportation system that balances financial resources with community livability and economic vitality.

Albany Transportation System Plan (TSP): See Appendix C.

Albany Capital Improvement Program (CIP): The Strategic Plan identified several specific objectives related to transportation:

- Ensure streets, sidewalks and public transportation provide an accessible means of travel for the disabled and the community as a whole
- Utilize available street funding to maintain collector and arterial streets in satisfactory or better condition and address local street needs as funding allows. However, due to lack of funding this objective is not being met.
- Work as a cooperative partner of the Albany Area MPO for the funding of street and transit improvements
- By the end of 2017, increase the number of transit system riders by 10% over FY12-13 ridership
- Maintain the number of fatal and injury accidents below 2.3 per thousand annually and reduce non-injury accidents by five percent annually
- Facilitate continued development of property surrounding Fire Station 12 as an emergency responder training center (which would necessitate moving the ATS bus storage facility)

Millersburg Comprehensive Plan:

- To provide a transportation policy plan as a guide for a systematic network of traffic ways related to the patterns and needs of community activity.
- To ensure the development of a balanced transportation system for the safe, convenient and efficient movement of people and goods.

Jefferson Comprehensive Plan: The Comprehensive Plan cites the Land Conservation and Development Commission goal for transportation: “To provide and encourage a safe, convenient and economical transportation system.”

- To increase the safety of the Jefferson transportation system.
- To provide for transportation needs for all residents.

Jefferson Transportation System Plan: See Appendix C

Tangent Transportation System Plan (TSP): See Appendix C

Tangent Capital Improvement Program: Goals not already included in the TSP (which is incorporated by reference) most directly related to transportation planning within the MPO area include the following public facilities and services policies:

- Policy 11.3 Public facility structures which require regular and convenient public access shall be centrally located with emphasis given to: energy, traffic and railroad safety, travel distance and traffic congestion.
- Policy 11.4: The City shall cooperate with Linn County to ensure that the following services keep pace with community development: health and social services, police protection, solid waste disposal, road maintenance and building code administration.
- Policy 11.5: The City recognizes plans by the Oregon Department of Transportation, Highway Division, to realign a four-mile section of Highway 34 near its intersection with Highway 99E to Interstate 5. The City shall coordinate with the Highway Division in implementing these plans.

Policies

State of Oregon Requirements for Transportation System Plans: The 2008 Transportation System Planning Guidelines provide additional guidance for the preparation and update of Transportation System Plans required under the Transportation Planning Rule. The guidelines are more tailored to help smaller, non- MPO jurisdictions prepare TSPs; however, the information can still be instructive to this process.

The document defines the purpose of a TSP as a component of a local Comprehensive Plan that establishes a system of transportation facilities and services to meet state, regional, and local needs. It defines TSPs as long-range plans that should be consistent with the State Transportation System Plan (Oregon Transportation Plan and Modal/Topic Plans) and compliant with the Transportation Planning Rule (TPR) OAR 660-012-0015. The document states that all MPOs are required to complete a TSP, and that those jurisdictions within an MPO are required to update their TSP to be consistent with the Regional TSP within one year from the adoption of the state component of an RTP (the RTSP component).

The TSP for the Albany Area MPO should include the following components:

- Road Plan
- Public Transportation Plan
- Bicycle/Pedestrian Plan
- Air, Rail, Water and Pipeline Plan
- Transportation System Management and Transportation Demand
- Management Plan

- Parking Plan
- Policies and regulations for implementation of the transportation system plan, including establishment of VMT reduction measures
- Transportation Financing Program

At a minimum, the TSP should accomplish the following:

- Establish a network of arterials/collectors that are interconnected, appropriately spaced and reasonably direct.
- Establish standards for the layout and connectivity of local streets.
- Protect transportation facilities and corridors for their intended functions.
- Provide public transportation services, including transit and ridesharing, that offer transportation options and meet the basic needs of the transportation disadvantaged.
- Provide a network of sidewalks and bikeways linking residential areas to activity centers.
- Include a transportation improvement program that identifies facilities and services that implement the plan and are feasible and can be constructed at a reasonable cost.
- Include a transportation finance program that identifies the funds that will be used to pay for projects identified in the transportation improvement program and reflects state guidance
- Include enabling ordinances that protect facilities and corridor function and encourage alternative modes.

The document also provides the following steps for preparing a TSP:

- Step 1: Determine if preparing a new TSP or updating an existing TSP is necessary.
- Step 2: Draft a project statement of work (SOW)
- Step 3: Based on the statement of work prepare/identify timeline, staffing requirements, oversight responsibility and budget
- Step 4: Assign staff or hire a consultant with necessary expertise
- Step 5: Clearly define what needs to be done to prepare the plan
- Step 6: Develop a stakeholder/public involvement program (plan/strategy)
- Step 7: Develop goals and objectives and evaluation criteria
- Step 8: Review plans, policies, regulations and standards
- Step 9: Inventory the Transportation System
- Step 10: Describe current conditions and identify deficiencies
- Step 11: Determine future travel demand, capacity, deficiencies and needs
- Step 12: Develop and evaluate transportation system alternatives that address deficiencies and meet needs
- Step 13: Select a Preferred Transportation System
- Step 14: Prepare the TSP
- Step 15: Develop a transportation improvement program and a transportation finance program
- Step 16: Adopt the TSP

Oregon Transportation Options Plan: The TO Plan process also identifies investment principles that could help to expand funding for TO activities, and also better integrate TO with other transportation planning efforts. These principles are:

- Provide transportation options strategies and programs equal opportunity in state, regional, and local funding processes.
- Promote transportation options as a solution to transportation problems.
- Support research efforts to justify continued and increased investment in transportation options.
- Integrate transportation options into transportation project planning, development, design, and implementation.
- Create reliable and responsive funding for transportation options.
- Grow funding through public, private, and institutional partnerships.
- Investigate opportunities for advancement of transportation options through new technologies.
- Recognize the importance of investing in staff resources to conduct direct outreach to transportation system users.
- Recognize that the level and type of transportation options investment will vary in different regions of the state.

Oregon Highway Plan: See Appendix C.

Oregon Freight Plan: See Appendix C.

Oregon Bicycle and Pedestrian Plan: The plan's purpose is multifaceted:

1. To implement the actions recommended by the Oregon Transportation Plan;
2. To guide ODOT, MPOs, the cities and counties of Oregon and other agencies in developing bikeway and walkway systems;
3. To explain the laws pertaining to the establishment of bikeways and walkways;
4. To provide information to citizens interested in bicycle and pedestrian transportation;
5. To fulfill the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), whereby each state must adopt a statewide bicycle and pedestrian plan;
6. To fulfill the requirements of Oregon Administrative Rule 660-12; and
7. To provide standards for planning, designing and maintaining bikeways and walkways.

Oregon Aviation Plan:

1. Preserve - Preserve investment in Oregon's system of airports and its level of service
2. Protection - Protect airports from incompatible land uses

3. Safety - Maintain Oregon's public-use airports so that they are safe, and ensure that the airport system can fulfill its role in the state's emergency response system
4. Economic Development - Support economic development by providing access to regional, state, national, and international markets
5. Intermodal Accessibility - Provide access to the air transportation system and its connections with other modes for people and freight throughout the state
6. Environment - Comply with state and federal environmental protection requirements
7. Modernization and Capacity - Support efforts to ensure sufficient system capacity and airport modernization
8. Funding - Seek adequate and stable statewide funding to preserve system airports
9. Advocacy and Technical Assistance - Provide advocacy and technical assistance for airports and their users
10. State-owned Airport Management - Manage state-owned airports efficiently and effectively

Oregon Public Transportation Plan (OPTP): Short-term priorities included in the plan most relevant to AAMPO planning efforts include investments to preserve the existing public transportation system with a priority on those who are transit-dependent; and, implementing and refining plans (including MPO plans) to identify service and capital needs. Longer-term priorities include: modernization investments that can accommodate increased demand, and updating of plans (including MPO plans) to reflect changes in transportation needs.

ODOT Public Transit Division Management of Grant Funded Capital Assets: The plan is driven by policy guidance from the Oregon Department of Transportation, the Oregon Transportation Plan and Public Transportation Plan. Accordingly, the Management Plan emphasizes: maintaining assets in place, optimizing the existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements.

Salem-Keizer Transit Long Range Regional Transit Plan: Overarching policies directing the process, as established by the 2004 Strategic Business Plan, include:

1. Grow the service significantly but reasonably
2. Balance to goal of highly productive transit service against demands for broad geographic coverage, long operating hours and seven day a week service
3. Facilitate development of regional transit services

Linn County Code, including Comprehensive Plan and Transportation Plan Code:

- The road network is the foundation for the County transportation system, and is the backbone for all modes of travel

- The major roadway capacity improvements identified in Linn County are on state roadways. The County's financing needs primarily revolve around maintenance and repair, with capital improvements mostly limited to road widening, realignments and other minor improvements.
- The importance of coordinating transportation and land use planning. The Code lists transportation projects that are permitted outright per the Comprehensive Plan, and those that would require a Comprehensive Plan text amendment.
- Support for enhancement of rail facilities, including support for high speed rail provided that access for emergency vehicles, public access to school and work are not impacted, nor is community development.
- Support for expanded transit service, including flexible services, provided the costs are equitably distributed.

Benton County Comprehensive Plan: Key themes related to transportation in the Benton County Comprehensive Plan include:

- Support for connections between public open space, natural areas, and communities, designed for a variety of non-motorized recreation and transportation modes.
- Providing for choices of alternative travel modes
- Maximizing the efficiency of existing facilities
- Consideration of quality of life, scenic and natural resources, and land use in transportation decision-making
- Provision of an equitably funded, safe, efficient, cost-effective mobility and accessibility to all county residents, businesses, and emergency services within and across county boundaries.
- Efficient and appropriate infrastructure for freight
- Encouragement for regional transit, and formation of a transit district

Benton County TSP: In addition to previously adopted transportation policies, as listed in Appendix C, the following new policies are proposed in the 2002 TSP:

Roadway policy recommendations

- Where feasible, the County should consider sharing in the costs of state highway improvements on a project-by project basis when there is a clear County benefit.
- Because current financing mechanisms do not provide adequate funds to maintain existing facilities, much less to improve them to standards, the County should develop new ways to pay for transportation improvements.
- The county should develop funding systems that equitably charge those benefiting from the facilities or the improvements.

Bicycle and pedestrian policy recommendations

- Bicycle facility planning and development for the County shall be conducted in

coordination with other local jurisdictions and with ODOT.

- County bicycle facilities shall be developed with ongoing citizen and community involvement.
- Expected cost-effectiveness shall be a major consideration in bicycle facility planning. High priority will go to relatively small projects that complete needed links or otherwise eliminate obstacles to full use of existing facilities. Priority should be given to completing commuter routes.
- The Oregon Bicycle and Pedestrian Plan (1995) may be used for reference in creating appropriate standards. Land partitioning rules and road standards shall address the need for bike and pedestrian access-ways that ensure connections between activity centers with easements or right-of-way dedication.
- Where possible, community activity centers such as schools, parks, employment centers, shopping areas, and major transit stops (including commercial uses allowed in policy 20) shall provide bicycle and pedestrian facilities into their site design.

Public transportation policy recommendations

- Benton County shall seek ways to provide public transportation choices within the commuter corridors within the county.

Air, rail and pipeline policy recommendations

In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:

- Minimize rail crossings of the automobile roadway system.
- Maintain safe operations at rail crossings for all modes.
- Minimize delays to rail operations due to conflicts with the automobile roadway system
- Discourage residential development near rail lines.
- Actively plan for and promote the idea of commuter rail service between Albany and Philomath at the earliest possible time.

Marion County Comprehensive Plan: In addition to the transportation chapter, the urbanization chapter most directly relates to transportation planning. The urbanization chapter speaks to the sprawling nature of development within Marion County and identifies the need for an orderly and efficient conversion of rural land to urban uses, including a consideration of the urban transportation system when locating commercial and employment centers.

Marion County Rural Transportation System Plan (RTSP): See Appendix C.

AAMPO Interim Transportation Improvement Program: The following prioritization criteria were identified by the MPO during its allocation of 2014 and 2015 STP funds:

- Fair distribution of funds among all jurisdictions

- Distribution of funds that will not negatively impact jurisdictions which had previously received the STP funds directly
- Spending a majority of funds on preservation projects

Albany Comprehensive Plan: The Comprehensive Plan refers to the TSP, TDP and North Albany Local Street Plan for guidance on the development of future transportation facilities; however the vision, goals and policies outlined for transportation, urbanization, and energy conservation directly pertain to the transportation system. Also, unique planning efforts and transportation policies apply to the North Albany and South Albany areas, as noted below.

North Albany, in Benton County, was brought into the Albany UGB in 1981 and annexed into the city in 1991. The annexation allowed the city to help address public health issues related to failing septic system and also prompted the development of additional area-specific Comprehensive Plan policies and rezoned property in North Albany. These area specific policies are in addition to city-wide goals and policies, and do take precedence over other Comprehensive Plan Policies, if there is a conflict. The South Albany Area Plan (SAAP) was completed in 2012 and adopted as a supporting document to the Comprehensive Plan. In addition to the following South Albany policies, city-wide goals and policies throughout the Comprehensive Plan also apply in South Albany. Where there is inconsistency, the South Albany policies take precedence over the application of other Comprehensive Plan policies.

The following list includes the Transportation Policies developed for the Comprehensive Plan.

1. Develop a transportation system with improved connectivity where “barriers” such as I-5, railroad, waterways, or neighborhoods reduce transportation system efficiency in terms of travel time and travel distance.
2. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
3. Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.
4. Minimize conflicts along high volume and/or high speed corridors.
5. Encourage development design that emphasizes safety and does not create unnecessary conflicts.
6. Improve the quality of available transit service as measured by coverage, hours of service and frequency.
7. Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers
8. Provide direct off-roadway pedestrian and bicycle routes and connections.
9. Maintain and support the Albany airport as a regional facility
10. Maintain and support the Albany Station as a regional facility
11. Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes

12. Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

The following list includes Housing Policies relevant to the RTP and developed for the Comprehensive Plan.

- Encourage residential development that ... promotes the efficient use of land, conservation of natural resources, easy access to public transit, and easy access to parks and services

The following list includes Urbanization Policies relevant to the RTP and developed for the Comprehensive Plan.

- Make street connections whenever possible, especially to attractors such as parks, schools, transit routes, and other neighborhoods.
- Multiple options for local, inter-city, and regional travel will be provided through a connected street and pathway network, and land uses which support walking, biking and future public transit.
- Encourage land use patterns and development plans which take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations which increase the efficiency of energy use.

Albany Transportation System Plan (TSP): See Appendix C.

Albany Transit System Title VI Program: Among other topics, this plan includes a signed policy statement regarding Title VI compliance; information about public notices of compliance including locations where public notices are posted; and details about how to file complaints. Members of the public may file a signed, written complaint up to 180 days from the date of alleged discrimination.

The Albany Transit System strives to provide equitable service availability to customers within the service area. The Albany Transit system has a policy to distribute transit amenities equally across the system. Any new amenities will be distributed equally across the system without regard to race or national origin of users from that service area.

At this time the Albany Transit System does not have any non-elected bodies, committees, or councils of which it must report racial membership rates. If the Transit system develops any non-elected bodies the City will encourage the participation of minorities in proportion to the minority makeup of the service area. ATS also will conduct outreach to minority and limited-English-proficiency populations.

In accordance with Oregon public meeting law, all public meetings including transportation planning meetings are open to the general public. Accommodations are available for those with limited English proficiency if requested in advance of the meeting. Spanish-speaking translators are available upon request. ATS conducts onboard rider and general awareness surveys frequently, and the City conducts community surveys at regular intervals; future transit surveys conducted by ATS will be available in Spanish. The City maintains a list of fluent Spanish-speaking employees. The current printed transit service schedule includes a Spanish section and new service schedules will be provided in English and Spanish; they will be made available via paper brochures and on the ATS website. A revision of the City's phone system is planned for implementation by July 1, 2014, to include a Spanish language option on the Albany Transit recorded messages.

Albany Capital Improvement Program (CIP): The CIP adheres to the City's mission, vision, and core values as outlined in the Strategic Plan and listed below.

Albany Mission: Providing quality public services for a better Albany community.

Albany Vision: A vital and diverse community that promotes a high quality of life, great neighborhoods, balanced economic growth, and quality public services.

Core Values:

- Transparent, Open and Honest Government
- Dedication to Service
- Fiscal Responsibility
- Personal Honesty and Integrity
- Excellence
- Teamwork
- A Humane and Diverse Organization

Millersburg Comprehensive Plan: Unique policy directions provided in the Millersburg TSP, which pertains to the regional transportation system and that remain relevant today are listed below. (Not included are policies which implement state or federal requirements, address the local street system, are specific to functional classification, or refer to development already completed or no longer relevant.)

General Policies

1. The City shall seek to develop a balanced transportation system which includes all transportation modes appropriate to the City's needs.
2. Transportation proposals shall be reviewed to determine whether they enhance or deter the overall growth policy for the Urban Growth Area.
3. Transportation proposals shall be reviewed to ensure adverse social, economic, energy and environmental impacts and costs are minimized.

4. The City shall cooperate with other units of government in planning and developing transportation facilities for the community
5. Future transportation projects shall contribute to the emergence of a systematic circulation network that forms the basic organizational framework on which the community can develop
6. Multiple use of transportation right-of-ways shall be encouraged

Select Policies

Streets and Highways

- Future streets and highways shall contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community
- The circulation network shall help encourage compact community development, without disrupting or bisecting areas with a natural unity
- The street element of the Comprehensive Plan shall be the Official Street Map for the City of Millersburg.
- The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.
- As the City continues to grow, additional collectors should be developed, particularly within the area north of Conser Road.
- The City encourages development of an industrial service road paralleling Old Salem Road between Conser Road and Millers Cemetery Road to serve existing and potential industrial properties.
- The City has a need for a public transit system to transport area residents to nearby urban centers and shall encourage the development of a regional transit system.

Transit

- The planned Albany-Corvallis-Philomath bus system should eventually be expanded to serve Millersburg. As a first step, service should include the major regional employers located in southern Millersburg.
- The City supports the eventual extension of the Linn County Senior Bus Service to include Millersburg (paraphrased)

Bicycle & Pedestrian

- The City shall cooperate with the City of Albany and Linn County in providing connections or extensions to future bike or pedestrian ways within the Planning Area.

Energy

- The City of Millersburg supports the provision and development of alternative modes for transportation to the automobile, including the development of mass transit and the provision of walkways and bikeway to reduce transportation costs.

Jefferson Comprehensive Plan:

- Rail crossings will be protected.
- Bike paths and sidewalks will be provided to school and downtown along major travel ways.
- Adequate off-street parking will be provided for all new commercial development.
- All new developments will be located on improved full streets.
- The following streets will be extended: 3rd street from Tanglewood to Greenwood; 4th street from Greenwood to Union; 5th Street from Scio Road to Columbia and from Elm to Cemetery Road; Greenwood from 3rd to 5th; 7th street from Cottonwood Place to Cemetery Road
- The following new streets will be developed: Talbot Road from Old 99E to Marion Road; Bates Street from Old 99# to Marion Road

Jefferson Transportation System Plan: See Appendix C.

Tangent Transportation System Plan (TSP): See Appendix C.

Standards

Oregon Highway Plan: The Plan outlines access management standards including interchange spacing, mobility standards, highway classifications, performance measures and implementation strategies that impact both state and local transportation planning and projects. Table 5 (see below) from the OHP provides MPO level statewide mobility targets by roadway classification.

Table 1: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions (pg 84)

VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO ^{A, B, C, D}							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STATE ^E	MPO	Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities ^F	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.85	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

Notes for Table 6:

A: Unless the Oregon Transportation Commission has adopted an alternative mobility target for the impacted facility, the mobility targets in Tables 6 are considered standards for purposes of determining compliance with OAR 660-012, the Transportation Planning Rule.

B: For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.

C: Highway design requirements are addressed in the Highway Design Manual (HDM).

D: See Action IF.1 for additional technical details.

E: Interstates and Expressways shall not be identified as Special Transportation Areas.

F: For unincorporated communities inside MPO boundaries, MPO mobility targets shall apply.

Oregon Freight Plan: This plan was prepared in compliance with Oregon Transportation Planning Rule (TPR) and is part of the State of Oregon TSP. The plan should also comply with federal transportation act, the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 and Federal Aviation Administration (FAA) policy and guidance for aviation system planning.

Oregon Bicycle and Pedestrian Plan: The Bicycle and Pedestrian Plan is a modal plan, falling under the umbrella of and implementing the Oregon Transportation Plan. Other regulations and documents that provide structure to the 1995 Bicycle and Pedestrian Plan include ORS 366.514 (the “Bike Bill”), the Statewide Planning Goals, the Transportation Planning Rule and the Americans with Disabilities Act.

The Oregon Transportation Plan (OTP) drives all transportation planning in Oregon. The Modal Plans, including the Bicycle and Pedestrian Plan, are elements of the OTP. Using the policies established in these documents, Corridor Plans, Metropolitan Planning Organization (MPO) plans and local government Transportation Systems Plans (TSP) are developed to provide recommendations for improvements.

Oregon Aviation Plan: The 2007 Oregon Aviation Plan was prepared in accordance with the Oregon Transportation Plan (OTP) goals and policies and Oregon Transportation Planning Rule, as applicable at the time.

Oregon Public Transportation Plan (OPTP): This plan was developed prior to the formation of the Albany Area MPO (and numerous other MPOs), and consideration should be made for broadening any MPO recommendations or references out to AAMPO.

ODOT Public Transit Division Management of Grant Funded Capital Assets: This plan facilitates PTD’s management of federal and state programs, and forms the basis of oversight by FTA. The plan also provides public information about PTD programs and is a program guide for applicants and subrecipients such as the City of Albany and the Albany Area MPO.

Oregon Access Management Rules: OAR 734-051 establishes procedures, standards, and approval criteria used by the Oregon Department of Transportation to govern highway approach permitting and access management. Specifically, it addresses highway approaches, access control, spacing standards, and medians. These Rules saw significant revisions in 2011,

including changes to the access management standards for spacing and mitigation requirements; use of medians; deviation and dispute resolution/appeals processes for access Applications; interjurisdictional transfer agreements; and, and highway classification review. In March 2012 revisions were also made to the Oregon Highway Plan to address these changes.

The intent of OAR 734-051 is to provide a highway access management system based on objective standards that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways in a manner consistent with local transportation system plans and the land uses permitted in applicable local comprehensive plan(s) acknowledged under ORS Chapter 197. The Oregon Highway Plan serves as the policy basis for implementing OAR 734-051 and guides the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.

The Rules includes guidance about the following:

- The relationship of the guidance to local jurisdictions, including applicability of local standards on state highways when they are more stringent than ODOT's standards, the ability of ODOT to restrict turning movements for operational or safety concerns, and the ability of local governments to issue permits for private approaches.
- Right of Access - Private approaches will be only approved when the property for which application is made has a right of access to the state highway as defined in OAR 734-051-1070. A right of access or a recorded easement establishing a right of access does not guarantee approval of an approach permit. Guidance is also given regarding indentures of access, when abutting property owners with a reservation of access must apply to the department to indenture or change the location, width or use restrictions of the reservation.
- Presumption of permission, including Grandfathering of existing private connections
- Application requirements and permit processes for State Highway private approaches, special use approaches, and for a change of use

The Rules also provide specific standards regarding:

- Criteria for deviations from approach spacing, sight distance, and channelization standards
- Access management standards for approaches
- Criteria for determining benefit to the State Highway System
- Approach design and construction
- Maintenance of approaches

State Transportation Improvement Program: The State of Oregon allows local jurisdictions within small MPOs to exchange the Surface Transportation Program (STP) funds allocated by

the MPO for State funds at an exchange rate is \$0.94 state for every \$1 federal exchanged. Because these funds are ‘exchanged’, the funded projects are no longer required to be included in the MTIP and STIP. However, for transparency, many small MPOs continue to include those projects in the MTIP and STIP.

Linn County Code, including Comprehensive Plan and Transportation Plan Code: This document serves establishes access management, pavement management and LOS expectations and also identifies transportation projects requiring Comprehensive Plan text amendments.

Linn County Park and Recreation Plan: County residents’ values and goals are the guiding forces for the Parks and Recreation Master Plan. Through a series of meetings with the Master Plan Advisory Committee and County staff, these values and goals were developed and formed the basis of the Master Plan. Over 800 community residents participated in public involvement activities during the course of the planning process, including a Community Survey, Community Questionnaire, Advisory Committee meetings, and focus groups.

Prioritization of projects should be based on Master Plan needs; ability to expand recreation opportunities or improve existing recreation resources; and ability to enhance partnerships.

Benton County Comprehensive Plan: The Comprehensive Plan complies with ORS 197.175, which requires that: counties and cities shall prepare and adopt comprehensive plans in compliance with goals approved by the Land Conservation and Development Commission.

Benton County TSP: This plan was developed in accordance with 1999 OHP mobility standards and 1997 Highway Capacity Manual level of service measures, ODOT’s 2001 Transportation System Planning Guidelines for traffic forecasting, and Oregon Transportation Planning Rule as established in 2001.

Albany Park and Recreation Master Plan: The Plan includes general design policies that will guide all park planning, along with design and development guidelines specific to the various park types in Albany. The plan includes a needs assessment to establish in quantifiable terms the community’s need for parkland and recreation facilities in Albany. Public involvement was used to develop the needs assessment, including outreach, focus groups, an Organized Sports Provider Questionnaire, and a Technical Advisory Committee.

Albany Airport Master Plan: The plan should comply with Federal Aviation Administration planning and design standards, the City of Albany Comprehensive Plan, and the City of Albany Development Code (including the Airport Overlay Zone and Historic Overlay District).

Albany Transit Plan: The following table lists the LOS standards from the Transit Plan:

Table 2: Transit Capacity and Quality of Service Manual - Level of Service (LOS) Measures (pg 45)

Level of Service	Transit Capacity and Quality of Service Measures
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	Frequency (minutes)	Hours of Service	Service Coverage
LOS A	<10	19-24	90.0-100.0%
LOS B	10-14	17-18	80.0-89.9%
LOS C	15-20	14-16	70.0-79.9%
LOS D	21-30	12-13	60.0-69.9%
LOS E	31-60	4-11	50.0-59.9%
LOS F	>60	0-3	<50.0%

Albany Transit System Title VI Program: Compliance with Title VI of the Civil Rights Act of 1964.

Millersburg Comprehensive Plan: Some key standards from the Millersburg Comprehensive Plan are included as follows:

Table 3: Classification Descriptions (pages 7-5 and 7-6)

Type of Street	Min ROW Width	Min Roadway Width
Arterial - Carry the primary traffic with origins or destinations outside the community or community districts	60	36-50*
Collector - Carry the primary traffic with origins or destinations outside the community or community districts	60	36
Local Service Streets - Carry primarily local traffic seeking access to adjacent property		
- over 2500 ft in length	60	36
- under 2500 ft in length which cannot be extended	50	36
- Radius for turnaround at end of cul-de-sac	50	40

*Minimum ROW could be increased to 80 foot minimums for high traffic arterials, in conformance with the City's Development Standard. Minimum roadway width could be increased to 44 or 54 for arterials, in conformance with development standards.

Bikeways (pg7-8)

Three bikeway classifications are identified:

Class I- Separate multiuse trail

Class II – Route adjacent but separate from a travel lane for motorized traffic, such as a sidewalk.

Class III – Route sharing the roadway with motorized traffic, designated by signs, striping, or visual markings only.

Jefferson Comprehensive Plan: The Plan refers to street standards as available at City Hall.

Jefferson Transportation System Plan: This plan builds on local street design standards adopted in 1996 and Neighborhood Street Design Guidelines for ‘skinny streets’ prepared in 2000. The plan also lists preferred traffic calming measures and access spacing standards.

This plan was developed in accordance with 1999 OHP mobility standards and 1997 Highway Capacity Manual level of service measures, ODOT’s 2001 Transportation System Planning Guidelines for traffic forecasting.

Tangent Comprehensive Plan: Citizens are involved in planning by participating in city activities, such as planning and council meetings, neighbor meetings, fire department activities, schools, harvest festival, and park and drainage committees.

Tangent Transportation System Plan (TSP):

Level of Service – Defers to OHP for Highway 99E and Highway 3 (pg 21)

Bike/Ped Standards - Sidewalks should be at least 5ft wide with ADA ramps at intersections (pg 86)

See Bikeway Illustration (Figure 32, page 87) for typical cross sections.

Table 4: Recommended Bikeways

Street	From	To	Recommended Bikeway Type
McFarland Rd.	Hwy. 99E	Old Hwy. 34	Shoulder Bikeway
Blackberry Ln.	Birdfoot Dr.	Tangent Dr.	Shoulder Bikeway
McFarland Rd.	Hwy. 34	N. Lake Creek Dr.	Shoulder Bikeway
Old Hwy. 34	Looney Ln.	Hwy. 99E	On-Street Bike Lane
Tangent Dr.	Hwy. 99E	City Limits	On-Street Bike Lane
Birdfoot Dr.	Hwy. 99E	Old Church Rd.	On-Street Bike Lane
Old Church Rd.	Birdfoot Dr.	Old Oak Dr.	On-Street Bike Lane
Old Oak Dr.	Old Church Rd.	City Limits	On-Street Bike Lane
Hwy. 99E	S. of Hwy. 34	Post Office	On-Street Bike Lane

Functional Class Descriptions are listed on page 14, with typical cross sections shown in Figures 30A-31D.

Arterial Streets: The City of Tangent has two arterial street designations: major and minor arterial. Major arterial streets, such as highways and freeways, generally bring traffic to and from other cities and geographic areas. Minor arterials provide a similar function but typically serve vehicle trips across town, rather than between cities. They may also provide connections between major traffic generators as well as important rural routes. The length of the typical trip on the arterial system normally exceeds one mile. Arterial streets often have a considerable amount of commercial and industrial development facing them. Access controls are often necessary to protect carrying capacity and safe access and egress. Generally, residential development is discouraged from having direct access and is served by side streets.

Collector Streets: Collector streets accommodate internal traffic movements between different areas such as residential neighborhoods, shopping centers, and employment centers. Collectors do not handle long through-trips and are not necessarily continuous for long lengths. Collectors provide connections between the arterial street system and the local street system.

Local Street: Local streets primarily serve traffic to and from residential neighborhoods and provide direct access to abutting land uses. These streets directly serve residential neighborhoods and have low traffic volumes. Those streets not designated as either arterials or collectors are considered local streets.

Tangent Capital Improvement Program: This Capital Improvement Plan is based on citizen input and adopted planning documents. The City may update the Capital Improvement Plan every five years or as needed, and it shall include:

- Development or rehabilitation of public property to protect it from deterioration, extend its useful life and preserve the community’s prior investments.
- Anticipation of land acquisition for open space parks, streets, drainage ways and other community facilities; and
- Plans for public buildings, utilities, streets, park facilities and other physical property of the community.

Findings

Oregon Freight Plan: The plan identifies I-5 and US 20 as strategic freight corridors. Freight issues that need to be addressed in order to ensure an efficient and sustainable freight system that supports economic growth are also identified. These issues are summarized below and listed in detail with related action steps in Appendix C.

- Freight Issue #1: A clearly defined, multimodal “Strategic Freight System,” is essential in order to focus freight system improvements, maintenance and protection on the freight corridors that play the most critical role in supporting the state’s economy. Currently, this does not exist.
- Freight Issue #2: Capacity constraints, congestion, unreliability and geometric deficiencies in key highway, rail, air and marine freight corridors cause inefficiencies in statewide freight movement.
- Freight Issue #3: Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.
- Freight Issue #4: Improvements to the efficiency, reliability and safety of long-haul freight corridors require collaboration between Oregon and neighboring states.
- Freight Issue #5: Changes to the physical dimensions of a highway may either accommodate or restrict permitted loads throughout the entire state and can cause connectivity issues to key businesses and freight generating activities

- Freight Issue #6: Freight needs to be able to move throughout the state in a manner that is as safe as possible. Its movement may impact safety in Oregon communities and risk to the environment.
- Freight Issue #7: Industrial land supply for freight-dependent land uses may be insufficient to meet future demand. Lack of necessary land use protections may threaten the viability of freight transportation systems.
- Freight Issue #8: Freight emissions include pollutants such as greenhouse gases and particulate matter that contribute to climate change and health risk concerns.
- Freight Issue #9: National Environmental Policy Act (NEPA) review procedures and permitting requirements for freight projects involve complexities that, if overlooked, can result in negative impacts to project development and implementation cycles.
- Freight Issue #10: New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and be expensive to implement.
- Freight Issue #11: The freight system in Oregon lacks system redundancy in several key locations. This leaves it vulnerable to disruptions that threaten freight system continuity, especially during emergencies.
- Freight Issue #12: Lack of a sustained source of statewide freight funding decreases the ability of the public sector to plan for long- and medium-term freight needs in a comprehensive manner.
- Freight Issue #13: Limited availability of state transportation funds means that use of existing sources of funding must be effectively optimized.
- Freight Issue #14: The lack of a continuous federal freight funding source makes it very challenging for Oregon to implement the ongoing planning and programming of freight projects. Those projects that are of regional or national significance should be eligible for federal participation and funding
- Freight Issue #15: The economic importance of freight is not always understood or appreciated by the public.

Oregon Aviation Plan: The Albany Municipal Airport is the sole AAMPO-area airport listed in this plan, and it is identified as a Category IV Local General Aviation Airport. This type of airport primarily supports single-engine, general aviation aircraft, but are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special use aviation activities. An economic analysis included in the plan found that the Albany Municipal Airport’s statewide economic contribution equated to 51 jobs, \$885,000 in wages, and \$2,983,000 in business sales; the majority of this impact was found to contribute to the regional economy.

Central Willamette Valley ITS Plan

Key regional corridors within the AAMPO area include:

- US 20 - OR 34 to US 20 near Crowfoot Road
- OR 99E - Interstate 5 to OR 34
- Waverly Drive / Columbus Street - Salem Avenue to OR 34
- Queen Avenue - Elm Street to Waverly Drive
- Interstate 5 - Exit 238 (Millersburg/ Jefferson Highway) to Exit 228 (OR 34)

Additional study corridors include:

- 34th Avenue - OR 99E to Waverly Drive
- 53rd Avenue/ Ellingson Road - OR 99E to Columbus Street
- Geary Street - Salem Avenue to 34th Avenue
- Knox Butte Road/ Goldfish Farm Road - Interstate 5 to US 20
- North Albany Road - US 20 to Hickory Avenue

Linn County Coordinated Public Transit Human Services Transportation Plan

The Plan identifies key issues and needs through an assessment of existing conditions and stakeholder interviews. The analysis specifically calls out the upcoming establishment of the Albany Area MPO and points to the fact that more than half of the populations served by special transportation reside in the AAMPO area, Lebanon or Sweet Home. Further, more than two-thirds of low or moderate income residents were found to reside in those three areas.

Key issues identified include: an aging population creating an increased demand on transit and paratransit services; difficulty serving a dispersed population; increased operational costs due increased cost of fuel and the need to replace vehicles; a need for increased regional coordination; the relative difficulty of serving low income residents who take more trips to a greater variety of locations as compared with seniors and those with disabilities who make fewer trips to a limited number of locations; concern about funding distribution at a statewide level; and, a desire to first preserve existing service. These overarching issues were refined and prioritized into the recommendations as listed below.

Benton County TSP

Key findings from the TSP that are relevant to AAMPO planning efforts include:

- The majority of congestion will occur on the state highway system;
- Limited new road construction of County roads could relieve some congestion;
- US20 between Corvallis and Albany will need to be expanded to meet projected capacity standards;
- Financial constraints will cause the County to look at the lowest-cost alternatives that will meet the identified 20-year needs; and,
- Multimodal solutions will be necessary to alleviate existing and avoid future constraints

Benton-Lincoln Public Transit Human Services Transportation Plan

Findings for Benton County: A demographic analysis found that Benton County had a lower than rate of seniors, persons with disabilities, and low-income residents than the state of Oregon; however, the County was projected to see a doubling of its senior population between 2005 and 2020 and an additional 25% increase between 2015 and 2020. Another key finding was that 6% of Benton County residents lacked access to a vehicle at the time of the Plan. Preliminary findings of unmet needs for Benton County included:

- Public transit is not available where it is needed. In the AAMPO area, includes service for residents of Benton County who need to go to Portland for medical appointments.
- Public transit not available when it's needed, including evenings, weekends, more frequent service on all fixed-route services.
- Paratransit doesn't always meet the needs of persons with disabilities. Paratransit riders may require a higher level of care than what is offered. Also, some paratransit trips take too long, and that scheduling rides can be difficult.
- Lack of awareness of available service. Better public education and outreach is needed, especially to Spanish-speaking audiences, was needed.
- Affordability, of any type of transportation.

Regional Findings: The Benton County findings listed above were further vetted at a regional level – with Lincoln, Benton and Linn Counties as well as the Senior Services and Disability Services Advisory Councils, staffed by the Oregon Cascades West Council of Governments. This second round of vetting reaffirmed many of the preliminary finding while honing in on the following regional needs.

- Lack of transportation linking the communities within the three-county region.
- Limited options for transporting seniors and persons with disabilities to Salem, Eugene and Portland where specialty services are available.
- Lack of sustainable and equitable funding for regional (intercity and cross-county) transportation.
- Lack of public and agency awareness of transportation service options.

- Limited transport services that can accommodate individuals that need special care
- Lack of knowledge on the part of seniors and persons with disabilities about how to use transport services
- Need for driver training

Marion County Comprehensive Plan

The Urbanization chapter also identifies a need for 24 acres of land in the City of Jefferson, and a population increase from 2,487 to 3,700 in 2050. Jefferson currently has an estimated population of 3,150. Lastly, this chapter also outlines a Growth Management Framework with goals of encouraging alternative modes and addressing both urban and rural transportation needs.

Marion County Parks Master Plan

Public input during the planning processes found that hiking trails, multi-use trails, and bike lanes ranked as a high or medium priority by most questionnaire respondents. Nearly half of respondents felt that experiencing nature is the most important reason to build trails in Marion County.

Albany Transportation System Plan (TSP)

The TSP covers the Albany UGB and considers infrastructure under the jurisdiction of Albany, Linn County, Benton County and ODOT. The TSP included an inventory of the existing transportation system, including significant roadways (arterials or collectors) and other transportation facilities and services, including pedestrian, bicycle, public transportation, freight, air service, marine, pipelines and transmission services. Significant findings from the review of existing conditions include:

General Roadway Findings

- The City of Albany does not have adopted level-of-service standards for signalized and unsignalized intersections; however, all signalized intersections under Albany’s jurisdiction were operating at a standardized LOS “D” or better.
- Highway 20 had a higher crash rate than similar facilities around the state
- There were nine SPIS sites in the study area: 99E/Hill; 99E/Geary/US20; US20/Waverly; 99E/Queen; 99E/34th; 99E/I-5 Frontage; 99E/Waverly; US 20/Burkhart; US20/Price.

Pedestrian Findings

- Most pedestrian generators have adequate pedestrian facilities, however several areas in North Albany adjacent to schools and parks lacked sidewalk connections.
- Approximately 40% of pedestrian crashes occurred on roadways with sidewalk gaps, with most of those occurring in areas where a sidewalk on one side of the road starts or ends
- 60% of pedestrian crashes occurred where sidewalks exist on both sides of the street, most likely because many pedestrian crashes occur at intersections and pedestrian crossings.

Bicycle Findings

- Support facilities, such as secure parking and worksite changing facilities, are also needed to make bicycling a practical alternative.
- The great majority of crashes occurred on dedicated bikeways, apart from the US20 Lyon/Ellsworth couplet, which does not have bicycle facilities but had four bicycle crashes during the study period. Future investment in the bicycle network should focus on improving the performance and safety of existing bicycle routes, in addition to creating new routes such as off-street paths and/or bicycle boulevards.

Public Transportation Findings

- Using Transit Quality of Service Evaluation measures, Albany Transit Service was found to have deficiencies in service frequency (50% of routes LOS E, 50% LOS F), service hours (63% LOS E, 37% LOS F), availability of information, and service availability.

Truck Freight Findings

- I-5 is the only designated truck route in the area, with 17% of daily traffic on the Albany stretch of I-5 consisting of vehicles with 3 or more axles
- Strategic Visioning sessions in 2004 and 2005 identified a need for a better connection for trucks from South Albany industries to I-5 as well as improvements to the rail/truck modal connection

Rail Freight Findings

- The City of Albany is served by the Burlington Northern & Santa Fe (BNSF), Union Pacific (UP), Portland & Western (P&W), and Albany & Eastern (A&E) railroads.
- The BNSF Salem/Albany center of operations is at the Millersburg rail yard and Albany is a railroad center of operations/maintenance for the P&W line connecting Albany to a large paper mill in Toledo, and the A&E line that transports a majority of wood products from Albany to Sweet Home and/or Mill City.
- The Albany Rail Yard, situated just north of Queen Avenue on the east side of OR 99E, is a crossing point for all of the UPRR rail lines in Albany and is one of the most capacity-constrained segments on the UPRR resulting in long delays while passing trains await permissions to cross

Air, Marine and Pipeline Findings

- The City of Albany operates a general aviation airport (Albany Municipal Airport) which sits parallel to I-5 between Knox Butte Road and US 20.
- The Willamette River is located in Albany between downtown and north Albany, but has no port facilities and has no role in the transportation of people or freight.
- Southern Pacific owns the only major pipeline positioned within the UGB, carrying petroleum products on a north-south line that runs just east of I-5.

A travel demand model was utilized to consider forecasted growth and four land use alternatives, however, none of the land use alternatives were found to resolve future problems on the existing street system. On the state system in particular, this was primarily due to the influence of trips that pass through Albany without an origin or destination in Albany. Ultimately, the ‘most likely’ land use scenario that was used for the travel demand forecasting assumed higher growth in the East I-5 area and in the Oak Creek area. Eighteen roadway sections were projected to exceed existing capacity by 2030 (listed on pg 38 of the TSP).

Albany Park and Recreation Master Plan

The plan notes that one of the most significant demands is for trails and pathways, as emphasized in nearly all public involvement venues and comparable to national, state, and local trends. According to the results of the needs assessment conducted during this planning process, Albany needs approximately 7.5 miles of trails as of the 2006 plan date and will need over 9.5 miles in the year 2015.

- Six new trails are recommended in this plan for development by 2015. These trails will help connect parks to key destinations and provide increased opportunities for walking, jogging, biking, rollerblading, wildlife watching, etc.
- Two of these trails are recommended to be built in the next five years (looking forward from 2006). The proposed trail development would add a south section to the Swanson Park/Transit Center Pedestrian Loop and a new trail running along the Thurston and Santiam Canals near the Willamette River.
- Development of four additional neighborhood parks and one community park in the next five years (looking forward from 2006)
- Location of parks within each identified neighborhood for easy access by bicycle or foot.

Seek potential links with the Willamette Valley Scenic Bikeway, which uses rural roadways to travel through the valley from Newberg to Eugene. In Albany, the southbound route crosses the Willamette River on the bridge for Highway 20 and passes Bryant Park and Monteith Park, providing opportunities for linkages.

Albany Transit Plan

It was found that ATS riders are primarily ‘captive’ riders with no other available transportation options. The majority of riders were between 18 and 49 years old. Only 3% of riders were 65 or older and 3% under 18 years old. It was found, however, that 87% of Call-a-Ride trip origins and destinations were within 1/8 mile of an ATS fixed-route stop, indicating a need for increased outreach to Call-a-Ride users about their travel options. The most popular destinations being the Linn-Benton Community College, Heritage Mall, or Fred Meyer.

A transit level of service analysis found that service frequency earned an LOS E, service hours earned an LOS E, and service coverage earned an LOS D. It was found that some of the major ‘transit supportive areas’ were not currently served by transit, including Marion St, Columbus St,

portions of Geary St, and the area between Waverly and Three Lakes Road. While these low levels of service are not uncommon for a small urban transit system, the plan made recommendations for improvement.

Albany I-5 Corridor Refinement Plan

The Knox Butte Interchange is a hybrid of a “Y” and diamond interchange. It has standard diamond ramps on the east side and free flowing movements from I-5 southbound to Pacific Blvd. and from Pacific to northbound I-5. There are two southbound off-ramps, but no southbound on-ramp. The southbound off-ramp to Pacific Blvd. does not meet operational standards, but the other ramps do.

The Pacific Blvd/Albany Ave/Airport Rd/ramp terminal intersection meets standards. The ramp terminal intersection on Knox Butte Road operates better than the standard, but has an unconventional layout with the on-ramp opposite a two-way roadway. The second southbound off-ramp violates spacing requirements and has poor geometrics and sight distance. This interchange is not friendly to pedestrians and bicycles because of the high-speed ramps and lack of sidewalks and bike lanes. The structures do not have adequate clearance over the roadways below and are not wide enough to accommodate widening of I-5.

The Santiam Interchange is a partial cloverleaf design with both off-ramps being loop ramps. Both ramp terminals are opposite public roads at signalized intersections. The operation of all of the ramps and the terminal intersections meet or exceed ODOT’s operational standards. The southbound off-ramp has inadequate geometrics and both terminal intersections have inadequate sight distance. The structure has inadequate clearance over I-5 and inadequate width to accommodate a bike lane on the Santiam Highway.

The operation of the freeway will become extremely poor unless additional lanes are added. With the build-out of the Urban Growth Boundary, by 2015 the daily traffic volume on I-5 north of Knox Butte Interchange was projected to be in the 80,000 range. At this level, it is doubtful that even six lanes will result in acceptable operation. South of this interchange, six lanes may be sufficient for traffic volume at the time of build-out.

With the proposed reconstruction of the Knox Butte Interchange, the intersections within the interchange will operate at acceptable levels with build-out traffic volumes, but the Pacific Blvd/Albany Ave intersection will require additional improvements. At the Santiam Interchange at UGB build-out, the ramp terminal intersections and the Timber Street/Santiam Highway intersection will all fail, so additional improvements will be needed to address this long range need.

The spacing between the OR 34 Interchange south of Albany and the Santiam Interchange is adequate. However, the spacing between the two Albany interchanges (Santiam and Knox Butte) is less than the three-mile standard.

Millersburg I-5 Corridor Refinement Plan

The 1995 analysis found all northbound and southbound segments of the four interchanges to be at a PM Peak LOS D. Level of service was revisited in 1999, and all northbound ramps were LOS E (v/c .86 - .90) and southbound ramps were LOS D (v/c .75 - .80). Below are key findings from the four interchanges:

- The South Jefferson Interchange is a folded diamond with two at-grade intersections. The on-ramps were found to have short acceleration lanes, steep grades, and poor sight distance. The grade and curvature of the southbound onramp make it difficult for drivers to see the end of the acceleration lane. Resulting in drivers merging into the mainline traffic flow too early. Although there are no top 105 SPIS sites on I-5 at this area, many accidents were clustered near the ramp merge and diverge areas where interchange spacings are inadequate. Improper overtaking and speed were common contributing factors.
- The Viewcrest Interchange is a modified diamond that lacks a northbound off-ramp. The northbound on-ramp is essentially a frontage road (Century Drive) that slips onto the freeway and has driveways and street connections directly to the ramp, which creates hazardous conditions. The entire interchange should not exist according to current USDOT and ODOT policies and guidelines, and it is too close to the South Jefferson interchange causing inadequate merging and diverging distances. Lastly, the infrastructure does not have adequate vertical clearance and lacks spacing for expanding I-5 to 6 lanes.
- The Murder Creek Interchange is just south of Millersburg and is tightly fitted between Old Salem Road and Century Drive. As a result, the slip ramps are short, tight-radius roadways that terminate into the frontage roads. Acceleration and deceleration lanes are too short for the sharp curvature of the slip ramps and limited stopping distance (vehicles are at 15mph when entering I-5). Further, the intersections are confusing with unrestricted access points and insufficient vehicle storage. The PM peak LOS at the interchange's four intersections met the City of Millersburg minimum operating standard of LOS C in 1995, but the intersection of the southbound ramps at Old Salem Road fell below that standard by 1999.

The plan recognizes that operation of I-5 will become extremely poor in its current state, and recommends widening I-5 to six lanes (eight over the longer term), constructing a new Tank Farm Interchange to serve Millersburg and removing the Viewcrest and Murder Creek Interchanges. Intermediate steps include reconstruction and realignment of existing ramps, access management, signalization, and widening of Murder Creek Drive. If the Tank Farm Interchange is not built, Jefferson Highway should be widened.

Tangent Comprehensive Plan: The plan lists characteristics of rural life, which include “low traffic.” The plan says Tangent provides residents with a safe community where they feel safe in their homes, can ride their bikes, go for walks, and where their families can play and grow. The plan says adequate transportation services are available, and cites that Tangent leverages existing

service providers to remain cost effective. Park services vary in type and need, providing interconnecting bike and walking paths, and places for youth and elderly to enjoy.

Concerns outlined in the plan include transportation impacts from development in the buffer area between Albany and Corvallis and the need to consider natural drainage ways when constructing new roadways.

Key Recommendations

I-5 Optimization Study

This internal ODOT planning effort was conducted in 2014 to identify low-cost, operational improvements that could be implemented over a 5-year period to improve safety and mobility along the I-5 corridor between Salem and Albany. The project aims to reduce unreliable travel times, congestion, and delays from non-recurring events such as crashes, special events, or weather conditions.

Ultimately, four strategies were identified by ODOT staff as offering the greatest potential benefits:

- Traffic surveillance
- Ramp metering
- Incident information
- Variable speed signs that could be weather-responsive

Central Willamette Valley ITS Plan

Specific recommendations in the ITS Action Plan includes:

- Expand Traveler Information Services, specifically on arterial roadways and for all modes
- Implement Transit Service Enhancements, through real-time updates and increased speed
- Enhance Safety of Alternative Modes, through bicycle detection and improved signal timing
- Improve Corridor System Management Capabilities , through improved signal timing, video monitoring, vehicle detection, and transit signal prioritization
- Construct a Regional Communications Network Between Agencies, particularly for data exchange and video sharing
- Construct Virtual Traffic Operations Centers, by providing staffing resources
- Enable Emergency Service Coordination, specifically for planning and operations

Salem-Keizer Transit Long Range Regional Transit Plan

A travel market assessment found significant travel demand between Salem and Albany. Albany was found to exhibit moderately high transit inclination due to population demographics, large industrial and manufacturing employers, and its large, dense population center. Additionally, a

number of low income households and households without access to a vehicle increase the inclination for transit. On the other hand, Millersburg was not considered to be a significant market for transit riders, primarily due to its small population, large number of private vehicles available and relatively few elderly, youth, and low-income populations.

1. Albany-Salem Fixed Route - Recognizing that Amtrak, Valley Retriever Buslines, and Valley Vanpool are the sole transit connections between the Salem and Albany areas, the plan included a long term recommendation (10-20 years) for a new fixed-route commuter service between Albany and Salem, with a stop in Millersburg. It was suggested that the service have 30 minute frequencies during the peak hours (6-9 AM and 3-6 PM) on weekdays. Cost sharing with Albany Transit System (ATS) for the service was also suggested. Related to this proposed improvement, the plan also noted Albany's intergovernmental agreement to provide demand-response service to Millersburg, and its interest in coordinating with SKT on routing and cost-sharing to provide fixed-route transit service to Albany via Millersburg. A connection to Albany was listed as a Priority 2 measure; however the potential cost and difficulty make implementation less feasible in the short or medium term.
2. Connection to Corvallis via the Loop - The plan also recommended coordination of a timed transfer between the new Salem-Albany service and the existing Linn-Benton Loop service to allow riders to connect with service in Salem. This was a long-term, Priority 4 measure with high cost and difficulty anticipated for implementation.
3. No Connections to Jefferson - Connections to the City of Jefferson, which is part of the Albany Area MPO within Marion County, were briefly discussed. The plan stated that requests to provide fixed-route of demand-response transit 'lifeline' routes to very rural areas of Marion and Polk Counties such as Jefferson was considered; however, implementing transit service would not be cost effective or realistic within the timeframe of the plan.
4. Increased Regional Coordination - An additional, key, recommendation of the plan was to establish annual regional transit coordination meetings in order to provide a forum for transit agencies to explore opportunities for coordination in advance of service planning.

Linn County Code, including Comprehensive Plan and Transportation Plan Code

The Transportation Plan Code contains brief background descriptions of facilities and issues followed by the complete list of adopted County transportation policies. In addition, sections of the Plan describe access management and pavement management strategies, Level of Service expectations, and a listing of proposed transportation projects. Priority bikeway projects are also listed.

Locally-owned roadways noted for minor capacity concerns that are within or close to the MPO include: Grand Prairie, Oakville Road, Riverside Drive, Columbus Street, and Old Salem Road. Priority projects within the MPO include: Intersection improvements at Knox Butte/Scravel Hill

Road and Three Lakes/Grand Prairie, Spicer Drive /Grand Prairie, and Tangent Drive/Hwy34; and, capacity improvements on Old Salem Rd.

Linn County Coordinated Public Transit Human Services Transportation Plan

Highest Priorities:

- Sustain existing service and providing for a sustainable funding base
- Retain volunteers as a resource for maintaining the current system
- Replacement and maintenance of vehicles
- Greater coordination of public and private regional services, including counties.
- Improved education and outreach regarding transportation
- Establish equitable and sustainable funding for persons with developmental disabilities based on a review of needs and services provided
- Improved curb-to-curb service between communities, particularly for Linn County residents who travel to Corvallis (Benton County) for medical care
- Serve more communities with Dial-A-Bus service
- Enhance current fixed-route services including a connection between Lebanon and Sweet Home and the Linn-Benton Loop
- Extend service hours for fixed-route services

Other Priorities:

- Increase services for those with developmental disabilities
- Serve perimeter areas of Linn County, potentially through increased regional coordination
- Encourage carpooling and vanpooling as an alternative to fixed-route service
- Driver training for volunteer drivers

Linn County Park and Recreation Plan

The plan suggests a series of improvements to existing parks in the Linn County system, addressing parking, ADA accessibility, trails development, and many other topics.

Recommendations that may impact transportation planning include:

- The Plan recommends the acquisition and development of 800 acres of parkland.
- Development of regional multi-use trails linking communities and County destinations. Those within or potentially impacting AAMPO planning efforts include The Lebanon-to-Albany Regional Trail; Internal multi-use trail networks in planned and existing regional parks and waysides; and, Hiking trails in natural areas and regional parks.
- Development of a regional trails plan.
- Completion of a study conducted in partnership with the Linn County Roads Department and ODOT that identifies missing bike lanes across the County.
- Support tourism by providing attractive sites along scenic byways and river trails

Benton-Lincoln Public Transit Human Services Transportation Plan:

- Improve “out of region” travel options (i.e. travel from within the region to destinations such as Salem, Eugene, Portland), potentially by shifting volunteer resources
- Improve inter-city and inter-county transportation services. This could include periodic review of transit routes and schedules to improve coordination, integration, and connectivity, or the identification of better locations for transit hubs.
- Examine feasibility of vanpools to meet commuting needs of lower income individuals.
- Work with medical facilities and others to increase coordination by service providers (e.g. cluster appointments for those traveling from a particular community) to decrease per ride cost and increase service.
- Preserve existing services through increasing the sustainability and stability of funding.
- Increase and improve volunteer recruitment, training, retention and effective utilization
- Seek grants or nontraditional transportation funding to fill regional gaps/niches.
- Increase coordination, including biennial updates the database of transportation providers/resources, cooperative agreements for provision of more efficient service, and usage of STF committees for joint problem solving
- Share information on service delivery and best practices and develop and deliver joint programs, such as a travel training programs for potential transit riders and driver training.
- Explore options and partnerships to better utilize, increase and improve vehicle fleet

In partnership with ODOT, look for funding opportunities to improve route planning, coordination of service (e.g. through the Ride Line brokerage), increase public awareness, provide training and address other regional needs and pursue opportunities.

Benton County Natural Areas and Parks Plan

Specific projects and implementation strategies related to transportation planning or the Albany Area MPO include:

- Enhancement of access to the Willamette River. Hyak Park sits just outside of AAMPO along Highway 20.
- Improvements to North Albany Park in coordination with the City of Albany
- Support for developing the East Thorton Lake Natural Area in North Albany, which is owned by the City of Albany
- Support for capitalizing on the large number of low-traffic roadways, existing trails, and railroad corridors to connect communities, natural areas, parks and other destinations
- Collaborative management for a more organized and connected system of parks and trails
- Conducting a gap analysis with partner agencies to identify priority multimodal path linkages that will have minimal impact on private property

- Design of trails for multiple benefits such as fire access, alternative transportation and promotion of a healthy lifestyles

Marion County Parks Master Plan

Recommendations in the draft plan that most closely relate to transportation planning within the AAMPO area include:

- Developing recreation facilities that support popular activities – boating, walking, picnicking, fishing, camping, and swimming.
- Identification of gaps in bicycle lanes along routes from population areas to existing or future County parks. Routes that connect to existing or future regional trails, water trails, scenic auto routes or tour routes should also be a priority.

I-5: South Jefferson to U.S. 20 Environmental Assessment: Actions proposed by ODOT in the EA are listed below. Together these actions are referred to as the “Build Alternative” in the Environmental Assessment. Potential impacts resulting from the Build Alternative are summarized in the Environmental Assessment. When completed, the Environmental Assessment will guide transportation construction in this segment of I-5 over the next 20 years. Proposed actions include:

- Add an additional travel lane in each direction on the interstate.
- Construction of a new Millersburg interchange at approximately mile point 236.6.
- Removal of the existing Viewcrest and Murder Creek interchanges after completion of the Millersburg interchange.
- Addition of a southbound on-ramp at the Knox Butte interchange.
- Improved connectivity between the Knox Butte and U.S. 20 interchanges.
- Other improvements to interchanges and the local street system to ensure efficient and safe operation of the interchange areas and interstate.

Maps showing the Build Alternative are available in ODOT’s Project Library:

http://www.oregon.gov/ODOT/HWY/REGION2/Pages/I-5_SouthJefferson_ProjectLibrary.aspx.

Currently this project is in the planning phase and construction funds have not been identified. The EA is not complete, and has not been made available for public review.

Albany Comprehensive Plan

Key transportation-related recommendations or themes in the Plan include:

- Completing refinement studies for the Highway 20/Downtown corridor and the Interstate-5 corridor;
- Support of a safe, efficient and conflict-free transportation system;
- Support for clustered and neighborhood level commercial development; and,
- Recognition for unique planning efforts for the North Albany and South Albany areas.

Albany Transportation System Plan (TSP)

The US20 corridor across the Willamette River, through downtown Albany, and to the interchange with OR99E is projected to operate over capacity during the pm peak hour by 2030, pointing to the need for additional capacity across the Willamette River. A fair amount of consideration was given to the idea of A new Willamette River Crossing North of the UGB was not included as part of the TSP Preferred Alternative because of funding limitations and the need to take intermediate steps including development of a US20 Corridor Refinement Plan. Instead, mitigation steps such as establishing a Special Transportation Area for downtown, removing on-street parking, and making signal-timing adjustments were included in the TSP

The I-5 interchanges with US20 and OR99E were undergoing refinement planning at the time the TSP was developed, to be later followed Interchange Area Management Plans for the two interchanges. Those IAMPs will be adopted as part of the Albany Comprehensive Plan once complete. It was recommended that the IAMP not incorporate interchange designs that would redirect highway and commercial traffic through existing residential neighborhoods, as those roadways are under Albany jurisdiction.

Albany Airport Master Plan

The Plan notes that the airport has experienced a minimal investment in new facilities in recent years, but that the basic infrastructure (airfield pavement storm drainage utilities access etc.) has been relatively well maintained and can accommodate a wide range of user needs. The Plan does not anticipate conflicts with airport from projected land use or transportation plans.

Table 5: Key Facility Recommendations

Item	Short Term	Long Term
Runway	Pavement maintenance	Pavement maintenance, pavement overlay, runway extension/reserve
Taxiways	Pavement maintenance	Pavement maintenance, pavement overlay, taxiways to new development areas
Main apron	Pavement maintenance	Pavement maintenance, pavement overlay, apron development reserves
Fueling area	None	Pavement maintenance, expanded aircraft fueling positions, reserve for second fuel tank
Tiedown aprons	Pavement maintenance, reconfiguration per itinerant business, aircraft parking needs	Pavement maintenance, pavement overlay, apron development reserve
Agricultural facilities	Reserve for operations and lease area	Same
Hangars	T-hangar and conventional hangar development areas	Development reserves
Navigational aids and lighting	REIL (runways 16 and 34) Flood lighting (new hangar areas)	Replace VASI with PAPI (runways 16 and 34)
Airport buildings	Maintenance on city-owned buildings	Same
Fuel storage	Fuel storage reserves	Same

Utilities	Utilities extensions to South Hangar area; Define utility corridor for future city trunk sewer line crossing airport	Extend utilities to east airport development area, if developed
Airport roadways	Extend and realign airport road to south hangar area; reconstruct / resurface existing airport access road	Pavement maintenance
Security	Increase flood lighting; fencing, access controls in new hangar areas	Same

Albany Transit Plan

The plan explains that transit is most effective in large, high-density cities, so while growth rates forecasted for Albany support increased transit service, opportunities to improve Albany’s transit system must be actively sought. It will take additional effort to attract choice riders, with an increase in service hours, frequency, and amenities such as way-finding, shelters, and web-based information being key steps to building ridership. Travel training, marketing, support for employer pass programs, and improved public outreach can all help to bolster ridership

In addition to these baseline recommendations, the plan also recommended for the short term that single-direction loops be eliminated and that a ‘quick response’ Dial-A-Ride service be instituted for the south Albany area, where railroad tracks block fixed-route access. Specific route adjustments were also made to eliminate redundancy, create efficiencies, and better serve new housing developments.

Capital Recommendations for ATS included:

- ATS should maintain a minimum of three service vehicles in good condition, two in operation and one as a spare. Vehicles should be equipped with three-bike, bike-rack systems. It was further recommended that ATS acquire two new vehicles, bringing the total active fleet in good condition to five service vehicles: four in operation on any given day, and one spare.
- Similarly, replacement of Call-a-Ride vehicles was recommended to keep the fleet in good condition
- Existing facilities should be retrofitted with ADA-compliance as funding allows
- Bus stop improvements should be implemented as planned, with the addition of shelters to all major transit stops
- A new ATS operations, maintenance, and administration facility is needed and should be added to the TSP and CIP. This facility should be designed to accommodate ATS and Call-A-Ride operations, maintenance and administration for at least 10 years

The plan includes a discussion on fare structures, and recommends that a fare policy be developed, that the flat fare and free transfer system be retained, and that the current fare collection system is efficient for the small system. Recommendations also include development

of a formal fare policy, consideration of raising fares (survey results indicated that riders may support this), and consideration of coordinating fare structures with neighboring transit services.

Albany I-5 Corridor Refinement Plan: The 2008 Albany I-5 Corridor Refinement Plan addresses improvement recommendations for the Albany Knox Butte and Santiam Interchanges along the I-5 corridor, including adding additional interstate lanes. The Albany area is served directly by two interchanges — Knox Butte and Santiam. Additionally, the OR34 Interchange, via Columbus Street and OR99E, is used to access southern areas of Albany, and the Murder Creek Interchange is used to access areas in northern Albany both east and west of I-5.

Short Term Recommendations

- Widen I-5 to six lanes
- Make intersection modifications at the Pacific Blvd./Albany Ave. intersection
- Realign Century Drive away from the Knox Butte Interchange
- Realign the northbound Knox Butte Interchange off-ramp to line up with the on-ramp, signalize when warranted
- Remove the southerly southbound off-ramp at Knox Butte Interchange, construct the southbound on-ramp at this location, signalize both southbound ramp terminals
- Widen Albany Avenue
- Construct a new street connection from Pacific Blvd. to Albany Avenue
- Restrict turns at the Pacific Blvd./Albany Ave. intersection
- Reconstruct the I-5 structures over Knox Butte Road/Pacific Blvd.
- Realign Price Road away from the Santiam Interchange
- Provide a new Timber Street connection to Santiam Highway
- Reconfigure Spicer Drive to one-way southbound at its connection with Santiam Highway
- Realign the on-ramps at Santiam Interchange away from the Price Road and Center Street intersections
- Disconnect Airport Road from the Santiam Interchange and construct a new southbound off-ramp for traffic for the westbound Santiam Highway traffic movement.

Long Term Recommendations

- Widen I-5 to eight lanes north of the Knox Butte Interchange
- Reconstruct Knox Butte Interchange to a split diamond configuration
- Widen Pacific Blvd. and Knox Butte Road to six lanes
- Construct a new I-5 overcrossing between the Knox Butte and Santiam Interchanges if the airport is relocated
- Widen the Santiam Interchange structure to seven lanes
- Widen Santiam Highway to seven lanes from Pacific Blvd. to Timber Street

Jefferson Comprehensive Plan

The transportation element of the Plan primarily focuses on the street system, while specific recommendations are also made for increased safety at at-grade railroad crossings, the provision of sidewalks throughout the city and a bike path system that facilitates access to schools, downtown and the east bank of the Santiam River.

Recommendations related to the street system include extension of: 3rd street from Tanglewood to Greenwood, 4th Street from Greenwood to Union, 5th Street from Scio Rd to Columbia and from Elm Ct to Cemetery Rd, Greenwood from 3rd to 5th, and 7th St from Cottonwood Pl to Cemetery Rd. The Plan also recommends closure the connection of Mill Street to Hwy 164 and construction of Talbot Rd from Hwy 164 to Marion Rd and Bates St from Hwy 164 to Marion Rd.

Tangent Transportation System Plan (TSP)

- Shift development along Old Highway 34 and 99E from Commercial Growth to Highway Industrial, to limit traffic impacts
- Reclassify Old Highway 34 as a collector and reclassify Old Oak as a minor arterial
- Traffic signals installation at Old Highway 34/ Highway 99E and Tangent Drive /Highway 99E to address existing and future level of service (LOS) deficiencies in Tangent. The intersections include:
- Widen Highway 99E to add a center turn lane on Highway 99E between Highway 34 and the South City Limits, as well as provide left turn lanes at the intersections. Widening the highway provides several operational and safety benefits.
- Adopt and enforce access management standards for local roads
- Alter the design of Highway 99E to self-enforce the desired speed.
- Pavement preservation and maintenance on McFarland Road (Rolland Drive to Highway 99E), McFarland Road (North of North Lake Creek Drive), Blackberry Lane (south of Birdfoot Drive), and Old Mill Road
- Pursue the TDM strategies, including improved bicycle and pedestrian facilities, increased transit service, coordination with major employers to promote transit use, car pools, van pools, and alternative modes of transportation.
- Retain at-grade rail crossings, if possible. Having multiple crossings helps provide secondary routes for emergency vehicles serving the area and creates more opportunities for street connectivity, especially benefiting bicyclists and pedestrians

Projects

State Transportation Improvement Program

Table 6: STIP Project in AAMPO RTP Study Area

STIP Cycle	Project	Description	Year and Phase	Total Cost
12-15	Gibson Hill Rd: Scenic Dr – North Albany Rd (Albany)	Construct 11,500 ft of sidewalk and construct ADA	PE (2012), ROW (2015), Constr	\$1,458,022

		compliant bus stops	(2015)	
12-15	Albany Multimodal Transit Station Path	Construction of multiuse path	PE (2006), Const (2014)	\$849,380
15-18	Corvallis-Albany Trail: Scenic Dr – Springhill (Should be removed)	Complete NEPA and right of way purchase, construct off-highway multiuse path.	PE (2016) Const (2017)	\$2,434,000
15-18	OR99E @ 53RD Ave – Signal Modifications (Albany) Should be removed.	Relocation of traffic signal at 53RD Ave	PE, Const (2015)	\$293,000
15-18	3 rd Ave: Calapooia River Bridge Rehab	Rehab Bridge #43C09	PE (2015), ROW (2016) Utilities (2017), Constr (2018)	\$3,472,000
15-18	ATS Capital – Video system for buses (FY15)	Purchase video system for ATS buses	2015	\$23,000
15-18	Old Salem Rd: Truax Creek Bridge Replacement	Replace Bridge #22C08	PE (2014), ROW (2016), Utilities (2016), Const (2017)	\$2,059,000
15-18	I-5: S. Jefferson - N. Albany (NB)	IR Grind/Inlay of NB lanes	PE (2015), Const (2017)	\$2,150,000
15-18	I-5: N. Albany - Halsey	IR DIAMOND GRIND & PATCH CONCRETE PRESERVATION	PE (2016), Const (2018)	\$15,300,000
15-18	Rideshare 2015 (Cascades West COG)	TDM Program within Linn, Lincoln and Benton Counties		\$47,000
15-18	I-5: South Jefferson I/C – Santiam Hwy I/C	Complete PD and begin right of way purchase	PE (2016), ROW (2016)	\$2,628,909
15-18	I-5: N. Jefferson - N. Albany (Labelled incorrectly in STIP)	IR grind inlay to remove rutted/reveled section of I-5	PE (2016)	\$300,000

Oregon Aviation Plan

Table 7: Oregon Aviation Plan Recommended Projects

Recommendation
Install low intensity taxiway lighting (if feasible)
Develop non-precision approach procedure
Install weather reporting equipment
Relocate drainage ditches outside of runway safety area (RSA)

Benton County TSP

Recommended projects within or directly affecting the MPO area include:

- Widening US 20 to four lanes from Conifer to North Albany Rd
- Widening US20/OR34 from OR99W to US20/OR34 junction
- Turn lanes at Scenic Drive and US20
- Express bus service from Albany to Philomath
- Continued Valley Retriever and Linn-Benton Loop service

AAMPO Interim Transportation Improvement Program

The Interim TIP includes projects funded with \$1,326,650 of Surface Transportation Program (STP) funds allocated to AAMPO for calendar years 2014 and 2015. AAMPO utilized an interim project selection and prioritization process for these funds, which would allow the funds to be distributed in a manner similar to how the funds were distributed prior to the formation of the MPO. Recommended projects were to be consistent with local TSPs or CIPs or are for planning efforts and have demonstrable benefits to the MPO planning requirements outlined in CFR 450.306. Targets were provided to be used as guides when determining the amount of additional STP funding each jurisdiction could have expected receiving if the MPO had not been formed: City of Albany (\$595,000 each year); Benton County (\$6,000 per year); Linn County (\$31,000 per year); and, Marion County (\$31,000 per year).

Table 8: AAMPO Interim Roadway STIP Projects

Project Name	Description	Phase and Year
Hill and Water Ave: At Grade Crossing Signalization		2015
North Ave Bike/Ped Enhancements	450 ft ADA compliant sidewalk on north side and bike lanes on the north and south sides of North Ave from Hwy 99E/2nd St to 3rd St	PE (2014), ROW (2014), Const (2015)
I-5: South Jefferson I/C - Santiam Hwy I/C	Complete PE and begin ROW purchase. MP 30.40 - 31.40	Design and ROW (2016)
Albany Multimodal Transit Station Path	Construction of multiuse path	Design (2006), Constr (2014)
Corvallis-Albany Trail, Phase I	Land purchase & design	ROW and Design (2015)
Gibson Hill Rd – Scenic Dr – N Albany Rd (N Albany) Construct 11,500 ft sidewalk and ADA compliant bus stops	Const 11,500 ft of sidewalk and construct ADA compliant bus stops	Design (2012), Right of Way (2014), Constr (2014)
I-5: South Jefferson I/C - Santiam Hwy I/C	Complete PE and begin ROW purchase. MP 30.40 - 31.40	Design (2016), ROW (2016)
Old Salem Rd: Truax Creek Bridge Replacement	Replace bridge #22C08, MP 3.18-3.20	ROW (2016), Utilities (2016), Constr 920170
3rd Ave: Calapooia River Bridge Rehab	Rehab bridge #43C09	Design (2015), ROW (2016), Utilities (2017), Constr (2018)

Table 9: AAMPO Interim Transit STIP Projects

Project Name	Total Cost
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City of Albany Bus & Bus Facilities Program (5539). Transit Vehicle Replacement	\$420,000
FY15 Loop Operations (CAMPO 5307)	\$176,880
FY15 Loop Operations (AAMPO 5307)	\$264,000
FY15 Loop Preventative Maintenance (AAMPO 5307)	\$38,250
FY15 ATS Operations	\$366,400
FY15 ATS Preventative Maintenance	\$43,250
FY15 ATS 1% for safety improvements	\$7,542
FY15 ATS ADA Paratransit	\$233,356
FY15 First 10% ATS ADA Paratransit operating funds	\$75,431
FY15 ATS Paratransit capital	\$50,000

Pending Developments and Land Use Approvals

Upcoming developments in the AAMPO area include the following.

1. Tangent will see a couple of new houses going in, but they are in existing subdivisions.
2. Also in Tangent, along OR99E, Barenbrug is expanding its light industrial business and will be construction several new storage buildings.
3. In Albany, a 100,000 square foot Lowes store is planned at the SE corner of 9th and Oak. The project has land use approval and applied for building permits, with construction anticipated for this summer and fall, and an anticipated store opening by the end of 2015.
4. In southeast Albany, a 226 lot residential subdivision is planned on the NW corner of Ellingson and Columbus. The project has been approval for phased development, which will likely occur over five years or more. Construction of the first phase public improvements is likely to begin during the summer of 2015.
5. In south Albany, an expansion of the SnoTemp facility is planned along the north end of Lochner Road. It would construct a 150,000 + sf facility split between manufacturing and cold storage warehousing. Project managers have approached the Albany City Council to discuss strategies for improving Lochner Road from its intersection with Marion to their south boundary. Construction of the facility is anticipated in 2016 or 2017.
6. An 82 lot residential subdivision in is planned in North Albany on the SW corner of Valley View and Crocker. It will be a phased project and is expected to be fully completed in 2018.

Street projects that will be occurring include:

1. In Albany, installation of traffic signals on 34th Avenue at the Marion and Hill intersections. They are being designed now and are expected to be installed either this summer or next.
2. In Albany, improvements on North Albany Road from the RR track north to just past Quarry. The project will: construct curb, gutter and sidewalk; raise the bridge over the lake above the 100 year flood level; add a center two way left turn lane; and realign West Thornton Lake to the traffic signal at the entrance to North Albany Middle School. The project just started construction and will be completed this summer.
3. In Jefferson, bicycle and pedestrian improvement will be made along North Avenue. This includes 450 ft ADA compliant sidewalk on north side and bike lanes on the north and south sides of North Ave from Hwy 99E/2nd St to 3rd St.

Albany Transportation System Plan (TSP)

The Final Preferred Alternative includes a combination of feasible, effective projects pulled from different alternatives. Near-term, mid-term and long-term or development-driven projects were identified as listed in Section 7 of the TSP. The following list includes 2030 Committed Projects from the TSP:

Table 10: Albany TSP 2030 Committed Project

Mode	Project Name	Description	Year
Roadway	North Albany Road and West Thornton Lake Road	New traffic signal on North Albany Road at the entrance to North Albany Middle School. Constructed but was not part of Existing Conditions Analysis.	2006
Roadway/ Pedestrian/ Bicycle	Second Street Crossing of Periwinkle Creek	Replace the failing culvert at 2nd Street and Periwinkle Creek and construct a new bridge allowing 2nd Street to be reopened. Improvement will result in increased connectivity. Constructed but was not part of Existing Conditions Analysis.	2006
Roadway	North Albany Road and Hickory Road	Install traffic signal. Constructed but was not part of Existing Conditions Analysis.	2006
Roadway	I-5 Albany Interchange	Repair bridges	2006
Roadway/ Pedestrian/ Bicycle	Grand Prairie Road Street Improvements	Construct road to city standards, including sidewalks. Constructed but was not part of Existing Conditions Analysis.	2007
Roadway	I-5 MP 234 in north Albany	Install variable message sign for I-5 at north Albany (MP 234).	2007
Roadway	OR 99E, from Chicago Street to SPRR	Signing, changes to travel lanes, and access management components	2008
Pedestrian/ Bicycle	Multimodal Phase III – Swanson Park Path	Construct pathway from Rail Depot Building to Swanson Park. Constructed but was not part of Existing Conditions Analysis.	2007
Transit	Bus Barn Relocation	Design and construct a new bus barn to replace the existing structure.	2006
Transit	Multimodal Phase II – REA Building/Site Work	Rehabilitate the existing REA building located at the Multimodal Transportation Center.	2008

Transit	North Albany Park and Ride	Replace the existing Albany Park and Ride with a paved and lighted lot at North Albany Road/Hickory Road.	2008
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Table 11: Albany TSP – Link and Intersection Improvement Projects

ID	Project Name	Project Type
I1	Main Street/Salem Avenue/3rd Avenue	Intersection Control Change
I2	Main Street/Santiam Avenue/4th Avenue	Intersection Control Change
I3	14th Avenue/Heritage Mall Access	Intersection Control Change
I4	14th Avenue/Clay Street	Intersection Control Change
I5	Waverly Avenue/14th Avenue	Intersection Control Change
I6	Waverly Avenue/Queen Avenue	Intersection Add Lane(s)
I7	Waverly Avenue/Grand Prairie	Intersection Add Lane(s)
I8	US 20/North Albany Road	Intersection Add Lane(s)
I9	US 20/Springhill Drive	Intersection Add Lane(s)
I10	Knox Butte/Century Drive	Intersection Control Change
I11	34th Avenue/Marion Street	Intersection Control Change
I12	US 20 (Lyon Street)/2nd Avenue	Intersection Add Lane(s)
I13	US 20/Clay Street	Safety
I14	OR 99E/34th Avenue	Intersection Add Lane(s)
I15	34th Avenue/Hill Street	Intersection Control Change
I16	Ellingson Road/Columbus Street	Intersection Control Change
I17	Waverly Avenue/14th Avenue	Intersection Add Lane(s)
I18	Queen Avenue/Geary Street	Intersection Add Lane(s)
I19	Waverly Avenue/34th Avenue	Intersection Add Lane(s)
L18	Timber Street Extension to Somerset Avenue	New Road or Alignment
L19	Somerset Avenue Extension	New Road or Alignment
L20	Santa Maria Avenue Extension	New Road or Alignment
L21	Knox Butte Road Widening	Add Lane(s) / Urban Upgrade
L22	Knox Butte Road Widening	Add Lane(s) / Urban Upgrade
L23	Knox Butte Road Widening	Add Lane(s) / Urban Upgrade
L24	Knox Butte Road Widening	Add Lane(s) / Urban Upgrade
L25	Dunlap Avenue Extension	New Road or Alignment
L26	Springhill Road Widening	Add Lane(s)
L27	US 20 Widening	Add Lane(s) / Urban Upgrade
L28	Ellingson Road Extension	New Road or Alignment
L29	Deleted Project	NA
L30	Oak Street	New Road or Alignment
L31	Fescue Street to Three Lakes Road Connector	New Road or Alignment
L32	Fescue Street Extension	New Road or Alignment
L33	Three Lakes Road Realignment	New Road or Alignment
L34	Looney Lane Extension	New Road or Alignment
L35	Albany Avenue Widening	Add Lane(s)
L36	West Thornton Lake Drive, North Albany Road & North Albany Middle School	New Road or Alignment
L37	Springhill Drive	Urban Upgrade
L38	Scenic Drive	Urban Upgrade

L39	Century Drive	Urban Upgrade
L40	Gibson Hill Road	Urban Upgrade
L41	Skyline Drive	Urban Upgrade
L42	Crocker Lane	Urban Upgrade
L43	Valley View Drive	Urban Upgrade
L44	West Thornton Lake Drive	Urban Upgrade
L45	Allen Lane	Urban Upgrade
L46	Columbus Street	Urban Upgrade
L47	Grand Prairie Road	Urban Upgrade
L48	Spicer Drive	Urban Upgrade
L49	Scravel Hill Road	Urban Upgrade
L50	Quarry Road	Urban Upgrade
L51	Spicer Road	Urban Upgrade
L52	Goldfish Farm Road	Urban Upgrade
L53	Ellingson Road	Urban Upgrade
L54	Lochner Road	Urban Upgrade
L55	Three Lakes Road	Urban Upgrade
L56	US 20 - East of I-5	Urban Upgrade
L57	Santa Maria Avenue	Urban Upgrade
L58	Oak Street	Urban Upgrade
L59	Water Avenue	Urban Upgrade
L60	US 20 Superelevation and Widening	Add Lane(s)
L61	Three Lakes Road	Urban Upgrade

L - Roadway Segment (“Link”) Project

I – Intersection Improvement Project

NA – Not Applicable

Table 12: Albany TSP – Pedestrian, Bicycle, and Multi-use Trail Projects

ID	Project Name	Project Type
P1	Springhill Drive	Sidewalk
P2	99E/24th Avenue	Crossing Improvement
P3	Oregon 99E: Burkhardt to Waverly	Crossing Improvement
P4	Ferry Street	Sidewalk
P5	Columbus Street	Sidewalk
P6	Geary Street	Sidewalk
P7	Airport Road	Sidewalk
P8	Killdeer Street	Sidewalk
P9	Waverly Drive	Sidewalk
P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian Esplanade
P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian Esplanade
P12	Gibson Hill Road	Sidewalk
B1	14th Avenue	Sharrows
B2	Waverly Drive	Bike Sharrows
B3	Hill Street	Bike Lanes
B4	24th Avenue	Bike Sharrows
B5	Jackson Street	Bike Lanes

B6	Center Street	Bike Sharrows
B7	US 20, North Albany	Shoulder to Bike Lanes
B8	1st Avenue	Bike Boulevard
B9	2nd Avenue	Bike Boulevard
B10	Madison Street/7th Avenue	Bike Boulevard
B11	7th Avenue	Bike Boulevard
B12	Takena	Bike Boulevard
B13	Liberty/Lakewood	Bike Boulevard
B14	12th Avenue (West)	Bike Boulevard
B15	Bain Street	Bike Boulevard
B16	South Shore Drive	Bike Boulevard
B17	Shortridge Street	Bike Boulevard
B18	24th Avenue	Bike Boulevard
B19	38th Avenue and 39th Avenue	Bike Boulevard
B20	Lyon Street	Sharrows
B21	Ellsworth Street	Sharrows
M1	Queen/Geary Periwinkle Path	Crossing Improvement
M2	Oak Creek Trail	Multiuse Path
M3	West Timber-Linn Trail	Multiuse Path
M4	South Waterfront Trail	Multiuse Path
M5	Albany-Corvallis Multiuse Path	Multiuse Path
M6	Albany-Corvallis Multiuse Path	Multiuse Path
M7	East Timber-Linn Trail	Multiuse Path
M8	Bain Street/Waverly Lake Trail	Multiuse Path
M9	Lebanon Trail	Multiuse Path
M10	Periwinkle Trail Extension	Multiuse Path
M11	East Albany Willamette River Bridge	Multiuse Path
M12	99E/Oak Creek	Crossing Improvement
M13	US 20/99E Undercrossing	Crossing Improvement
T1	Improved Pedestrian Crossings at Transit Stops	Transit Stop Improvements

P – Pedestrian Project

B – Bike Project

M – Multi-Use Path Project

T – Transit Project

Table 13: Albany TSP – Study Projects

ID	Project Name	Project Type
S1	ADA Accessibility Audit	Pedestrian ADA Audit Plan
S2	Hwy 20 Corridor and Downtown Refinement Plan	Refinement Plan
S3	Safety Audit	Safety Analysis
S4	OR 99E Speed Study	Speed Study
S5	Downtown STA	STA Policy Designation
S6	Albany TSP MPO Update	Plan
S7	Major Corridors	ROW Preservation
S8	Wayfinding	Bike Wayfinding Plan
S9	Interstate 5 / OR 99E / Knox Butte	Refinement Plan
S10	Interstate 5 / US 20 (Santiam)	Refinement Plan

Albany Park and Recreation Master Plan

One project that is currently in process is meant to improve the East Thornton Lake Natural Area. The project is currently in design and is expected to be completed in 2015.

Albany Capital Improvement Program (CIP)

Transportation projects included in the current CIP (FY14-15 through FY18-19) include:

- Phase 2 of improving pedestrian crossings at transit stops (\$256,000)
- Completion of curb ramps and sidewalk repairs for on-street portion of Dave Clark Trail (\$92,000)
- Hill Street from Queen Ave to 24th (\$1,630,000)
- Match for bicycle and pedestrian improvement grants (\$40,000 each year)
- Oak Street Rehabilitation from 34th to 38th Avenue (\$387,000)
- Davidson Street Rehabilitation from 14th to 16th Avenue (\$150,000)
- Broadway Street overlay from 9th St to Queen Ave (\$147,000)
- 24th Avenue Rehabilitation from Jackson Street to Geary Street (\$712,000)
- Thurston Street Rehabilitation from Queen Ave through 19th Ave (\$288,000)

Projects recently completed or underway include:

- ADA or sidewalk improvements on Madison and Gibson Hill Road as well as improved Pedestrian Crossings at Transit Stops.
- Improvements to or rehabilitation of North Albany Road, Main Street, Center Street and 16th Avenue, and Water Avenue in partnership with the railroad.
- Update of the Airport Master Plan and Airport Layout Plan.

Unfunded projects include:

- Improvements at the Albany multimodal station
- Reconstruction of Water Avenue according to the Water Avenue Streetscape Design Guide (2008) and in partnership with the Central Albany Revitalization program.
- Street repair and improvements to meet the City's objective of maintaining its streets in satisfactory or better condition
- Improvements to implement the South Albany Area Plan, including: Locher Road/Marion Street improvements, 53rd Avenue roadway and bridge improvements, relocation of Ellingson Road east of Columbus St, a trail system around Oak Creek and a new residential street network in the vicinity of the proposed Oak Creek Parkway.

Jefferson Transportation System Plan

Key improvements identified in the plan include:

- Intersection improvements at Highway 164 and North Ave

- Extension of 5th Street
- Improvements to alleviate railroad blockages, which may include grade separated crossings
- Pedestrian safety improvements at 3rd Street and the railroad
- Filling sidewalk gaps

Tangent Capital Improvement Program

One-to-five-year transportation projects:

- Tangent City Trail from Birdfoot to Tangent Drive (\$30,000)
- Tangent City Trail development from Old Oak to Tangent Drive (\$91,000)
- Queen Anne's Lace Road sidewalks, curbs, gutters and drainage (\$134,882)
- Old Mill Road sidewalks, curbs, gutters and drainage (\$186,000)
- Blackberry Lane sidewalks, curbs, gutters and drainage (\$299,000) Completed in 2013
- Old Oak Lane overlay/ pavement seal (\$75,000)
- A bike/ped path on Old Church Road (\$37,000)

Transportation Projects for six years and beyond:

- Tangent City Trail development from Highway 99 to McFarland (\$56,420)
- Bikeway on Tangent Drive from OR99E to East UGB (\$200,000)
- Old Oak Road curb, gutter and sidewalks between Old Church Road and UGB (\$550,000)
- Birdfoot Drive curb, gutter and sidewalk between Highway 99 and Old Church Road (\$195,000)
- Tangent Drive curb, gutter and sidewalk between 99E and UGB (\$650,000)
- OR34 east-bound ramps and an additional left turn lane (\$182,000)
- Queen Anne Lace Road pedestrian activated crossing at and OR99E (\$150,000)
- Bike/ped path along McFarland to the 7th Day Adventist Church property (\$33,000)
- Bike/ped path south of Tangent Drive across from Sequoia to Garden Lane (\$49,000)

Appendix C: Citations of Goals, Policies and Objectives

Albany Comprehensive Plan Transportation Related Goals and Policies

Goals for Transportation

1. Provide an efficient transportation system that provides for the local and regional movement of people and goods.
2. Provide a safe transportation system.
3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.
4. Provide a transportation system that balances financial resources with community livability and economic vitality.

Transportation Policies

1. Develop a transportation system with improved connectivity where “barriers” such as I-5, railroad, waterways, or neighborhoods reduce transportation system efficiency in terms of travel time and travel distance.
2. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
3. Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.
4. Minimize conflicts along high volume and/or high speed corridors.
5. Encourage development design that emphasizes safety and does not create unnecessary conflicts.
6. Improve the quality of available transit service as measured by coverage, hours of service and frequency.
7. Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers
8. Provide direct off-roadway pedestrian and bicycle routes and connections.
9. Maintain and support the Albany airport as a regional facility
10. Maintain and support the Albany Station as a regional facility
11. Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes
12. Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

Urbanization

The City has an interest in maintaining a relatively compact urban form in that urban services can be more efficiently provided, and established an urban growth boundary to help maintain such growth through the 20-year planning horizon.

Goal for Directing Growth

Achieve stable land use growth which results in a desirable and efficient land use pattern.

Policies for Directing Growth

1. Encourage urban level development to locate within the city limits of the Albany Urban Growth Boundary, unless such development can occur under annexation procedures (such as consent, delayed, and contract annexations).
2. Discourage low-density sprawl development within the unincorporated portion of the Urban Growth Boundary that cannot be converted to urban uses when urban services become available.
3. Since the undeveloped portions of the urban fringe are in transition from rural to urban uses, development in these areas shall occur in a manner consistent with the City of Albany and Linn and Benton Counties' Comprehensive Plans and implementing ordinances.
4. Allow the development of existing lots designated for residential use on the Albany Comprehensive Plan within the unincorporated portion of the Urban Growth Boundary, subject to the following criteria:
 - a. Prior to development of a new residence on a lot that does not meet the designated minimum parcel size for that zone, an annexation agreement is recorded for the property that provides for non-remonstrance to annexation.
 - b. Prior to development of a new residence, which requires an urban level of services (such as sanitary sewer or city/service district water), an annexation agreement is recorded for the property that provides for non-remonstrance to annexation.
 - c. All applicable county development standards are met including on-site sewage disposal system approval and legal access to a public street.
 - d. An urban conversion plan is submitted for City and County review. The urban conversion plan shall demonstrate the potential division of the property to urban densities and the desired location of streets and points of access.
 - e. The property was not created illegally.
5. Allow expansion or modification of commercial and industrial uses within the unincorporated portion of the Urban Growth Boundary provided that:
 - a. The use is consistent with the City's Comprehensive Plan designation or the modification complies with the more restrictive of the County or City's non-conforming use provisions.
 - b. A site plan is approved by the City of Albany and County, whereby all development requirements of the City and County are met to the maximum extent possible which include:
 - 1) Access, parking, and loading requirements.
 - 2) Setback and yard requirements.

- 3) Landscaping, buffering, and screening.
 - 4) Adequate public facilities and services.
 - 5) All other applicable planning and building requirements
- c. An Annexation Agreement and Petition for Improvement/Waiver of Remonstrance are filed for the property that requires non-remonstrance to annexation and construction of city services and streets to urban standards.
6. Maintain and periodically update Urban Growth Boundary Management Agreements with Linn and Benton Counties to facilitate the orderly transition of the Urban Growth Boundary fringe area to urban densities.
 7. Provide delayed annexation procedures for new and existing residential development within the unincorporated portion of the Urban Growth Boundary to facilitate provision of urban services and an orderly and efficient urbanization.
 8. Require annexations to be logical and efficient extensions of city limit boundaries to facilitate the economic provision of services.
 9. Encourage the use of already serviced vacant and underdeveloped land through adaptive reuse of older areas of the community and the development and/or partitioning of lots which can meet minimum lot size requirements.
 10. The size and type of future regional and community commercial sites shall be commensurate with the area to be served and located so as to be easily accessible by the service area. Approvals of additional regional and community commercial sites may be predicated upon studies requested by the City which assess public need, impacts upon competing commercial areas, traffic impacts, and impacts upon other public services.
 11. Provide opportunities for neighborhood commercial facilities to be located within an accessible distance of the area they are intended to serve. Neighborhood commercial uses shall:
 - a. Be located, designed, and operated so as to be compatible with surrounding residential uses.
 - b. Be oriented to provide for the common and frequently recurring shopping needs of the area they are intended to serve.
 - c. Be limited in number, size, and location. Generally, new sites shall be less than five acres in total area and shall be located at least one-half mile in travel distance from any other commercial site which provides or is available to provide for similar commercial needs. Zone change applications for new neighborhood commercial sites must demonstrate that the chosen site is superior or equal to viable alternative sites within the same market area based on exposure to traffic flows and other market indicators, accessibility and convenience to the market area, and compatibility with surrounding uses.
 12. Discourage future strip commercial development and promote clustered commercial opportunities and the infilling of existing commercial areas which will foster
 - a. Efficient and safe utilization of transportation facilities.
 - b. A variety of attractive and comfortable shopping opportunities that encourage shopping in a number of stores without auto use.

- c. Compatibility between land uses, particularly adjacent residential neighborhood
 - d. Efficient extension of public facilities and services
13. Encourage residential professional uses as buffers between intensive commercial uses and less intensive residential uses where compatibility can be demonstrated with the surrounding residential neighborhood.
 14. Within planned unit developments, commercial recreation and retail uses may be allowed which are designed to be compatible with the development and which can be supported primarily by its residents.
 15. Encourage land use patterns and development plans which take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations which increase the efficiency of energy use.
 16. Provide development opportunities for large-scale industrial and commercial development and for people to live in proximity to activity centers, particularly their place of employment.
 17. Periodically review and update the Comprehensive Plan to ensure that there is adequate area designated in each land use classification to meet anticipated needs.
 18. Discourage regional shopping centers outside of the Albany Urban Growth Boundary area which are primarily targeted for the Albany market area.

Energy Conservation

The Comprehensive Plan outlines goals, policies and actions that can be taken to support energy conservation. Actions specifically related to transportation include promotion of energy conservation objectives in the planning, development, design, and utilization of the transportation system by: Establishing street construction standards (which encourage the conservation of land and materials; Reducing off-street parking assessments for downtown employers who pay bus fares for their employees; and, Providing efficient transportation connections between major employment and activity centers and residential neighborhoods.

Goal for Energy Conservation

Achieve efficient utilization of all types of energy, and maximize the conservation of non-renewable resources.

Policies for Energy Conservation

1. Promote development and use of comprehensive energy conservation and management programs that provide opportunities for efficient energy use and subsequent cost savings associated with:
 - a. Existing and future residential, commercial, and industrial uses.
 - b. Transportation management and planning programs that are directed at transportation efficiency such as reducing dependence on the private automobile.
 - c. Other efforts such as conservation incentive and recycling programs.

2. Promote land use development patterns and projects that are energy efficient and cost effective.
3. Provide incentives such as density bonuses and encourage the use of other incentives such as financial and tax programs to promote energy efficient building and project design and development.
4. Coordinate with state, federal, and local agencies and private utilities concerning energy issues and conservation efforts.

North Albany

North Albany, in Benton County, was brought into the Albany UGb in 1981 and annexed into the city in 1991. The annexation allowed the city to help address public health issues related to failing septic system and also prompted the development of additional area-specific Comprehensive Plan policies and rezoned property in North Albany. These area specific policies are in addition to city-wide goals and policies, and do take precedence over other Comprehensive Plan Policies, if there is a conflict.

North Albany Transportation Policies

- Connect every street stub to another street, existing or proposed. An exception will be made where there are existing hazardous conditions for pedestrians, such as no sidewalks, or for vehicles, such as poor sight distance or accident history. An exception is also warranted where it is not practical to extend the street due to on-site physical constraints, such as existing development, steep slopes, wetlands, or drainageways, in which case the new development shall provide for a cul-de-sac to end the street.
- Extend all streets in new subdivisions and partitions to the boundary of the property where a continuous of the street will intersect a property line. Right-of-way should be dedicated and the street should also be constructed. An exception will be made where there are physical limitations on adjoining property due to existing development, steep slopes, wetlands, or drainageways. Street extensions should generally extend the overall block pattern of the neighborhood or the interval should follow the block design pattern established in the Development Code.
- Allow cul-de-sacs only where physical circumstances (e.g., existing development, natural features) impair internal or perimeter street connections. Make street connections whenever possible, especially to attractors such as parks, schools, transit routes, and other neighborhoods. Cul-de-sac design should allow for a sidewalk to the adjacent attractor so that a pedestrian corridor is preserved even though the vehicle corridor is closed. Design pavement for pedestrian ways to support maintenance or emergency vehicles.
- The North Albany Local Street Plan, prepared by Kimley-Horn and Associates, Inc., dated June 30, 1995, is adopted in its entirety as a supporting document to the Comprehensive Plan.

- Support the development of alternate street standards that may be considered on a site-specific basis if unusual environmental conditions exist and long-term operational and maintenance costs are acceptable to the Director of Public Works.

Other North Albany Policies related to transportation

- Preserve the carrying capacity function of Highway 20 in North Albany (transportation)
- Preserve North Albany’s rural character and natural features by allowing and encouraging cluster development. (land use)
- Encourage development patterns that promote the efficient use of land and infrastructure and conservation of significant natural resources(land use)
- Open Space designations on the Comprehensive Plan Map are intended to maintain open space in areas generally unsuitable for development and to identify linear linkages between undevelopable, open space areas. (land use)
- Provide neighborhood parks and a connecting off-street multi-use trail system. (natural resources)

South Albany Area Plan

The South Albany Area Plan (SAAP) was completed in 2012 and adopted as a supporting document to the Comprehensive Plan. In addition to the following South Albany policies, city-wide goals and policies throughout the Comprehensive Plan also apply in South Albany. Where there is inconsistency, the South Albany policies take precedence over the application of other Comprehensive Plan policies.

South Albany Vision

South Albany will be:

1. A complete, walkable and welcoming community;
2. The home of new “neighborhoods of choice” in Albany;
3. Known for having Oak Creek as its “front yard”;
4. A thriving employment center and gateway to Albany;
5. Integrated with greater Albany and the region;
6. Developed with a commitment to resource stewardship; and
7. A community with village centers that provide local services

South Albany Transportation policies

1. South Albany will be a walkable community, with pedestrian-friendly streets, a clearly defined network of blocks and pedestrian ways, and an excellent trail system.
2. Multiple options for local, intra-city, and regional travel will be provided through a connected street and pathway network, and land uses which support walking, biking and future public transit.

3. Highway 99E and Columbus Street/Waverly Road will be planned as safe, aesthetically pleasing, multi-modal gateways into Albany.
4. Streets, transportation facilities and development shall be consistent with the Street Framework (Figure 2), the street cross-sections in the South Albany Area Plan (SAAP), and the Transportation System Plan (TSP). The Street Framework shows the type and general location of transportation facilities planned for South Albany. It is intended to guide the alignment and connectivity of streets and intersections, and support the land uses planned for South Albany. The actual type and location of transportation facilities may vary in response to site-specific conditions and land uses, but they must still be consistent with the goals and policies established for the SAAP.
5. Connector streets and additional local streets will be required by the City to form the full walkable block pattern for the area. The Street Framework (Figure 2) includes a network of “connector” streets. The connector streets supplement the streets designated as arterials and collectors in the TSP, providing a partial local street plan for South Albany. They are not the full network of local streets. It is recognized that site specific conditions, such as wetlands, will need to be considered in the actual development of both connectors and additional local streets.
6. In all cases, Oak Creek Parkway shall provide visual and physical access to the undeveloped areas of the Oak Creek Transition Area.
7. Where feasible, Oak Creek Parkway, a connector street that parallels Oak Creek on the creek’s south side, should serve as the southern physical edge between developed areas and undeveloped areas in the Oak Creek Transition Area (OCTA). This two lane street will connect three neighborhood parks, two trailheads, and a potential elementary school. This is intended as recommended and guiding, not mandatory. Preferred, permitted, and prohibited development patterns adjacent to Oak Creek Parkway are illustrated in the SAAP.
8. The City will share in the cost of the Oak Creek Parkway for Parkway frontages in the OCTA that are undeveloped due to additional development restrictions imposed by the City.
9. The City supports access and sufficient rail crossings in the industrial areas of South Albany in order to provide:
 - a. Access for emergency vehicles;
 - b. Freight access for industrial developments;
 - c. Connectivity between the Study Area and Linn-Benton Community College (LBCC); and
 - d. Capacity to support development of the study area at full build-out.
10. All trails, trailheads and related development shall be consistent with the Trails Framework (Figure 3). The Trails Framework is intended to provide a series of trail loops and connections that link designations within South Albany, and connect South Albany with the rest of the City. The Trails Framework provides general alignment for trails in the Albany TSP, and additional trails that were identified during the SAAP process.

11. Connect every street stub to another street, existing or proposed. An exception will be made where there are existing hazardous conditions for pedestrians, such as no sidewalks, or for vehicles, such as poor sight distance or accident history. An exception is also warranted where it is not practical to extend the street due to on-site physical constraints, such as existing development, steep slopes, wetlands, or drainageways, in which case the new development shall provide for a cul-de-sac to end the street.
12. Extend all streets in new subdivisions and partitions to the boundary of the property where a continuation of the street will intersect a property line. Right-of-way should be dedicated and the street should also be constructed. Exceptions will be considered where there are physical limitations on adjoining property due to existing development, steep slopes, wetlands, or drainageways. Street extensions should generally extend the overall block pattern of the neighborhood or the interval should follow the block design pattern established in the Development Code.
13. Allow cul-de-sacs only where physical circumstances (e.g., existing development, natural features) impair internal or perimeter street connections. Make street connections whenever possible, especially to attractors such as parks, schools, transit routes, and other neighborhoods. Cul-de-sac design should allow for a sidewalk to the adjacent attractor so that a pedestrian corridor is preserved even though the vehicle corridor is closed. Design pavement for pedestrian ways to support maintenance or emergency vehicles.
14. Support the development of alternate street designs that may be considered on a site-specific basis if unusual environmental conditions exist and long-term operational and maintenance costs are acceptable to the Director of Public Works.

Other South Albany policies related to transportation

South Albany will be further planned and developed as a complete and livable community. It will include livable neighborhoods, varied housing, mixed use centers, schools, employment sites (commercial and industrial), parks, and natural resource areas – all tied together by a connected pattern of streets, pathways and open space.

Development patterns in South Albany should promote the efficient use of land and infrastructure and conservation of significant natural resources

Neighborhood Centers will be located at the intersection of Lochner and Ellingson, west of the intersection of Columbus and Seven Mile Lane, and in the Mennonite Village generally as shown on the Land Use Plan.

Albany Transportation System Plan Vision, Goals and Objectives

The City's vision is translated into four goals, each supported by measurable objectives used to determine appropriate actions and preferred alternatives. The goals and related objectives are:

Goal 1: Provide an efficient transportation system that facilitates the local and regional movement of people and goods.

- Reduce miles of travel and travel time through improved connectivity where “barriers” exist (such as Interstate 5, railroads, waterways, or neighborhoods).
- Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

Goal 2: Provide a safe transportation system.

- Improve safety at locations with known safety issues.
- Minimize conflicts along high volume and/or high speed corridors.

Goal 3: Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.

- Improve the quality of available transit service as measured by coverage, hours of service and frequency.
- Develop bicycle and pedestrian facilities that encourage non-vehicular travel.
- Provide direct off-roadway pedestrian and bicycle routes and connections.
- Maintain and support the Albany airport as a regional facility.
- Maintain and support the Albany Station as a regional facility.

Goal 4: Provide a transportation system that balances financial resources with community livability and economic vitality.

- Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.
- Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

Benton County Comprehensive Plan Transportation Related Policies

Goal 8: Recreational needs: 8:5, Recreation Trail System policies:

- 8.5.1 Benton County shall establish a policy framework for maintaining a network of trails that provide connections between public open space, natural areas, and communities, designed for a variety of non-motorized recreation and transportation modes.
- 8.5.2 Benton County shall coordinate with the Oregon Recreation Trails Plan in efforts to link local trails with the state trails system.
- 8.5.3 Benton County shall cooperate with landowners when developing a trail system. Emphasis will be placed on managing public access to avoid trespass and/or other impacts on private property, such as wildfires.
- 8.5.4 When feasible, Benton County shall obtain trail easements and develop trails prior to, or simultaneously with, residential development.
- 8.5.5 When siting new trails, Benton County shall prioritize locating trails independently from roadways and shall emphasize use of existing rights-of-way (such as railroad right-of-way).

- 8.5.6 Benton County shall coordinate trail planning, funding, construction, and maintenance with the Benton County Transportation System Plan as well as among all levels of government including municipalities, Oregon State University, U. S. Forest Service, Bureau of Land Management, interested organizations, and the general public.
- 8.5.7 Benton County shall continue to actively participate in efforts to develop a water trail along the Willamette River, with public lands serving as public access, while working with willing landowners to acquire access and conservation easements.
- 8.5.8 Benton County shall maintain a Comprehensive Trail System Plan that is adopted by the Board of Commissioners.

Goal 12: Transportation

The County seeks to preserve, protect, and promote the county’s livability, sustainability, and vitality by: providing choices of alternative travel modes, Maximizing the efficiency of existing facilities, intertwining quality of life, land use, and transportation decision-making, and Providing equitably funded, safe, efficient, cost-effective mobility and accessibility to all county residents, businesses, and emergency services within and across county boundaries.

12.1 Mobility, Circulation, and Safety policies:

12.1.1 Benton County shall develop a transportation system to facilitate appropriate travel modes including: Providing safe interactive multi-modal facilities. Ensuring mobility to the transportation disadvantaged. Coordinating with local agencies and providers to expand transit services. Seeking ways to provide public transportation choices within the commuter corridors within the county.

12.1.2 In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should: Minimize rail crossings of the automobile roadway system; Maintain safe operations at rail crossings for all modes; Minimize delays to rail operations due to conflicts with the automobile roadway system; Discourage residential development near rail lines; and Actively plan for and promote the idea of commuter rail service between Albany and Philomath at the earliest possible time.

12.1.3 Benton County shall develop plans and projects in accordance with roadway classification and functions.

12.1.4 Benton County shall support Oregon Department of Transportation’s (ODOT) efforts to maintain highway mobility and implement access management standards.

12.1.5 Benton County shall ensure an adequate truck route network for hauling local farm and forest products.

12.1.6 Benton County shall not encourage diversion of through truck traffic from State highways onto the County system

12.1.7 Benton County shall ensure that major new developments provide both primary and secondary access for emergency services.

- 12.1.8 County bicycle facilities shall be developed with ongoing citizen and community involvement.
- 12.1.9 In bicycle facility planning, high priority will go to projects that complete needed links or otherwise eliminate obstacles to full use of existing facilities. Priority shall be given to completing commuter routes.
- 12.1.10 Land division rules and road standards shall address the need for bike and pedestrian accessways that ensure connections between activity centers through the use of easements or right-of-way dedication. The Oregon Bicycle and Pedestrian Plan (1995) may be used for reference in creating appropriate standards.
- 12.1.11 Where possible, community activity centers such as schools, parks, employment centers, shopping areas and major transit stops shall provide bicycle and pedestrian facilities in their site design.
- 12.1.12 Traffic impacts of development will be mitigated by requiring: A traffic analysis that identifies adverse impacts to transportation flow caused by development and demonstrates how adverse impacts will be mitigated. Rights-of-way dedication of land where existing rights-of-way are inadequate or are needed for future roadways as development occurs. Developers to make roadway improvements for their portion of the roadway based on: 1) existing conditions, 2) rough proportionality to the impacts of the development and 3) the functional classification of the road. Bonding or agreement to participate in future improvements when the development has a significant impact that is identified through a traffic analysis and which impact cannot be mitigated in conjunction with or through design of the particular development.
- 12.1.13 Benton County shall seek ways to provide public transportation choices within the commuter corridors in the county.
- 12.1.14 The formation of a Transit District is the preferred means of providing intercity and rural transportation services within the region
- 12.1.15 Land use actions affecting state highways shall be consistent with the Oregon Highway Plan.
- 12.1.16 Benton County shall use volume/capacity ratios and spacing standards from the Oregon Highway Plan (OHP) for projects and development proposals affecting state highway facilities. Decisions on alternatives shall be evaluated in accordance with the OHP.
- 12.1.17 Benton County commits to making necessary transportation policy changes to the Transportation System Plan (TSP) in the next periodic review cycle as follows: existing and projected traffic volumes will be updated, and traffic capacity analysis will be changed from level of service (LOS) to volume/capacity (V/C) ratios

12:2 Capital Improvements policies:

- 12.2.1 Benton County shall maximize the useful life of existing facilities by implementing a pavement management system and evaluating how proposed uses will impact traffic circulation.
- 12.2.2 Benton County shall work towards achieving adequate and equitable long-term funding mechanisms.
- 12.2.3 Benton County shall maintain a Transportation Improvement Program.
- 12.2.4 Project scheduling shall be considered in a systematic manner, based on a priority rating process, ODOT's funding strategies, and available financial resources. Consideration shall include safety and economic factors.
- 12.2.5 Projects impacting state highway facilities are identified in the plan, but identified solutions are suggestions and will be evaluated and determined through ODOT's planning and project development process.

12:3 Community policies

- 12.3.1 Benton County shall provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County to the extent possible.
- 12.3.2 The Transportation System Plan will be periodically evaluated and updated, to assure consistency with changing needs and philosophies.
- 12.3.3 When considering major transportation projects, Benton County will address the following concerns:
 - The more energy efficient alternative shall be preferred whenever practical. The economic analysis shall consider long-term user costs, travel time, construction costs and maintenance costs, and other economic factors. Minimizing adverse social, economic and environmental impacts shall be considered including alternative mode considerations.
 - Transportation needs of persons with disabilities shall be considered in design of facilities. Coordination shall be pursued with adjacent governmental jurisdictions.
- 12.3.4 Benton County shall coordinate development of its transportation planning and project development with all affected jurisdictions, including federal, state, regional, county, and cities. One part of the ongoing coordination will be to notify public agency transportation providers (metropolitan planning organization, public transit operators, municipal airport, and ODOT) of the following land use actions: land use applications that require a public hearing; subdivision and partition applications; other applications which affect private access to roads; and other applications within airport noise corridors and imaginary surfaces, which affect airport operations.
- 12.3.5 Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP.

12:4 Economic Development policies

- 12.4.1 Benton County shall preserve and protect transportation corridors essential to the economic vitality of the county.
- 12.4.2 Benton County shall promote the use of freight rail and air service to reduce trucking activity on County roads.
- 12.4.3 In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should: Minimize rail crossings of the automobile roadway system;
Maintain safe operations at rail crossings for all modes;
Minimize delays to rail operations due to conflicts with the automobile roadway system; and
Discourage residential development near rail lines.
- 12.4.4 Benton County shall promote efficient and affordable transportation to existing regional airports (Portland and Eugene).
- 12.4.5 Major transportation facilities shall be located so as to avoid dividing existing economic farm units and urban social units, unless no feasible alternative exists.
- 12.4.6 Benton County shall cooperate with the Oregon Department of Transportation in the programming, environmental review, design, and where appropriate, construction of state highway improvement projects within the county.
- 12.4.7 Any proposal to designate an area for residential development within the Airport Overlay Zone's Approach Safety Zone shall be subject to an assessment of the impact of the proposed development on airport operations and expansion in accordance with the Corvallis Airport Master Plan.
- 12.4.8 Benton County shall provide for the protection of the Corvallis Airport by ensuring that lands within the surrounding area will not develop so as to conflict with airport operations or programmed expansion

Benton County Transportation System Plan Goals and Policies

Mobility, Circulation, and Safety Goals

- Develop a transportation system to facilitate appropriate travel modes.
- Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.
- Provide safe interactive multi-modal facilities.
- Ensure mobility to the transportation disadvantaged.
- Coordinate with local agencies and providers to expand transit services countywide.
- Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.
- Provide both primary and secondary access for emergency services.

Mobility, Circulation, and Safety Policies

1. Benton County shall develop a transportation system to facilitate appropriate travel modes including:
 - a. Providing safe interactive multi-modal facilities.
 - b. Ensuring mobility to the transportation disadvantaged.
 - c. Coordinating with local agencies and providers to expand transit services.
 - d. Seeking ways to provide public transportation choices within the commuter corridors within the county.
2. Benton County shall develop plans and projects in accordance with roadway classification and functions.
3. Benton County shall support ODOT's efforts to maintain highway mobility and implement access management standards
4. Benton County shall ensure an adequate truck route network for hauling local farm and forest products.
5. Benton County shall not encourage diversion of through truck traffic from State highways onto the County system.
6. Benton County shall ensure that major new developments provide both primary and secondary access for emergency services.
7. County bicycle facilities shall be developed with ongoing citizen and community involvement.
8. In bicycle facility planning, high priority will go to projects that complete needed links or otherwise eliminate obstacles to full use of existing facilities. Priority shall be given to completing commuter routes.
9. Land division rules and road standards shall address the need for bike and pedestrian accessways that ensure connections between activity centers through the use of easements or right-of-way dedication. The Oregon Bicycle and Pedestrian Plan (1995) may be used for reference in creating appropriate standards.
10. Where possible, community activity centers such as schools, parks, and employment centers, shopping areas and major transit stops (including commercial uses allowed in policy shall provide bicycle and pedestrian facilities into their site design.
11. Traffic impacts of development will be mitigated by requiring:
 - a. A traffic analysis that identifies adverse impacts to transportation flow caused by development and demonstrates how adverse impacts will be mitigated.
 - b. Rights-of-way dedication of land where existing rights-of-way are inadequate or are needed for future roadways as development occurs.
 - c. Developers to make roadway improvements for their portion of the roadway based on: 1) existing conditions, 2) rough proportionality to the impacts of the development and 3) the functional classification of the road.
 - d. Bonding or agreement to participate in future improvements when the development has a significant impact that is identified through a traffic analysis and which impact cannot be mitigated in conjunction with or through design of the particular development.

12. Benton County shall seek ways to provide public transportation choices within the commuter corridors in the County.
13. The formation of a Transit District is the preferred means of providing intercity and rural transportation services within the region.
14. Land use actions affecting state highways shall be consistent with the Oregon Highway Plan.
15. Benton County shall use volume/capacity ratios and spacing standards from the Oregon Highway Plan (OHP) for projects and development proposals affecting state highway facilities. Decisions on alternatives shall be evaluated in accordance with the OHP.
16. Benton County commits to making necessary transportation policy changes to the Benton County Plan in the next periodic review cycle as follows: existing and projected traffic volumes will be updated, and traffic capacity analysis will be changed from level of service (LOS) to volume/capacity (V/C) ratios.

Capital Improvement Goals

- Maximize the useful life of existing facilities.
- Maximize the cost effectiveness of transportation improvements.
- Ensure adequate and equitable long-term funding mechanisms.
- Maintain a Transportation Improvement Plan.

Capital Improvement Policies

1. Benton County shall maximize the useful life of existing facilities by implementing a pavement management system and evaluating how proposed uses will impact traffic circulation.
2. Benton County shall work towards achieving adequate and equitable long-term funding mechanisms.
3. Benton County shall maintain a Transportation Improvement Program.
4. Project scheduling shall be considered in a systematic manner, based on a priority rating process, ODOT's funding strategies, and available financial resources. Consideration shall include safety and economic factors.
5. Projects impacting state highway facilities are identified in the plan, but identified solutions are suggestions and will be evaluated and determined through ODOT's planning and project development process.

Community policies

1. Benton County shall provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County to the extent possible.
2. The Transportation System Plan will be periodically evaluated and updated, to assure consistency with changing needs and philosophies.

3. When considering major transportation projects, Benton County will address the following concerns:
 - a. The more energy efficient alternative shall be preferred whenever practical.
 - b. The economic analysis shall consider long-term user costs, travel time, construction costs and maintenance costs, and other economic factors.
 - c. Minimizing adverse social, economic and environmental impacts shall be considered including alternative mode considerations.
 - d. Transportation needs of persons with disabilities shall be considered in design of facilities.
 - e. Coordination shall be pursued with adjacent governmental jurisdictions.
4. Benton County shall coordinate development of its transportation planning and project development with all affected jurisdictions, including federal, state, regional, county, and cities. One part of the ongoing coordination will be to notify public agency transportation providers (metropolitan planning organization, public transit operators, municipal airport, and ODOT) of the following land use actions:
 - f. Land use applications that require a public hearing;
 - g. Subdivision and partition applications;
 - h. Other applications which affect private access to roads; and
 - i. Other applications within airport noise corridors and imaginary surfaces, which affect airport operations.
5. Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP.

Economic Development Goals

- Preserve and protect transportation corridors essential to the economic vitality of the County.
- Promote the use of freight rail and air service to reduce trucking activity on County roads.
- Promote efficient and affordable ground transportation to existing regional airports (Portland and Eugene).

Economic Development Policies

1. Benton County shall preserve and protect transportation corridors essential to the economic vitality of the County.
2. Benton County shall promote the use of freight rail and air service to reduce trucking activity on County roads.
3. In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:
 - a. Minimize rail crossings of the automobile roadway system;

- b. Maintain safe operations at rail crossings for all modes;
 - c. Minimize delays to rail operations due to conflicts with the automobile roadway system; and
 - d. Discourage residential development near rail lines.
4. Benton County shall promote efficient and affordable transportation to existing regional airports (Portland and Eugene).
 5. Major transportation facilities shall be located so as to avoid dividing existing economic farm units and urban social units, unless no feasible alternative exists.
 6. Benton County shall cooperate with the Oregon Department of Transportation in the programming, environmental review, design, and where appropriate, construction of state highway improvement projects within the County. [Ord 91-0080]
 7. Any proposal to designate an area for residential development within the Airport Overlay Zone's Approach Safety Zone shall be subject to an assessment of the impact of the proposed development on airport operations and expansion in accordance with the Corvallis Airport Master Plan.
 8. Benton County shall provide for the protection of the Corvallis Airport by ensuring that lands within the surrounding area will not develop so as to conflict with airport operations or programmed expansion.

City of Jefferson Transportation System Plan Goals and Objectives

Goal 1 - Preserve the function, capacity, level of service, and safety of Jefferson Highway.

Objectives

- A. Develop access management standards that will meet the requirements of the TPR and also consider the needs of the community.
- B. Preserve the capacity and function of the state highway by promoting alternative modes of transportation, transportation demand management programs (i.e. ridesharing and park and ride), and transportation system management (TSM) measures.
- C. Maintain a volume/capacity ratio of 0.85 or better along Jefferson Highway.
- D. Evaluate the need for traffic control devices along Jefferson Highway.

Goal 2 - Enhance the transportation mobility and safety on the local street system.

Objectives

- A. Continue to develop the road system as the principal mode of transportation.
- B. Maintain a level of service standard of LOS D or better.
- C. Develop a local street plan to preserve future rights-of-way for the streets and to maintain adequate local circulation in a manner consistent with Jefferson's existing street grid system.

- D. Require developments to construct their accesses consistent with the local street plan.
- E. Develop an access management policy for the local arterial system and direct commercial development access to local streets wherever possible.
- F. Encourage development to occur near existing community centers where services are presently available to minimize the need for expanding services and to more efficiently utilize existing resources.
- G. Examine the need for speed reduction in specific areas such as adjacent to local schools.
- H. Identify local traffic problems and recommend solutions.
- I. Review and revise, if necessary, street cross section standards for local, collector, and arterial streets to enhance safety and mobility.
- J. Develop and adhere to a transportation improvement program implementing the improvement recommendations of the TSP as funding is identified.

Goal 3 - Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service. Increasing the use of alternative transportation modes includes maximizing the level of access to all social, work, and welfare resources for the transportation disadvantaged. The City of Jefferson seeks for its transportation disadvantaged citizens the creation of a customer-oriented regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.

Objectives

- A. Develop a citywide pedestrian and bicycle plan providing for sidewalks, bikeways, and safe crossings.
- B. Promote alternative modes and rideshare/carpool programs through community awareness and education.
- C. Plan for future expanded transit service by coordinating with regional transit service efforts.
- D. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.
- E. Seek further improvement of mass transit systems to the City of Jefferson by encouraging more frequent scheduling of commercial carriers and by continued support of those systems presently developed for mass transit in the region.
- F. Transportation Disadvantaged
 - 1. Continue to support programs for the transportation disadvantaged where such programs are needed and are economically feasible.
 - 2. Increase all citizens' transportation choices.
 - 3. Identify and retain community identity and autonomy.
 - 4. Create a customer-oriented focus in the provision of transportation services.
 - 5. Hold any regional system accountable for levels and quality of service.
 - 6. Enhance public transportation sustainability
 - 7. Promote regional planning of transportation services.

8. Use innovative technology to maximize efficiency of operation, planning, and administration of public transportation.
9. Inter-community and intra-community transportation is equally necessary for the transportation disadvantaged.

Goal 4 - Improve coordination between the City of Jefferson, Marion County, and the Oregon Department of Transportation (ODOT).

Objectives

- A. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP).
- B. Encourage improvement of state highways, especially Jefferson Highway.
- C. Work with Marion County and ODOT in establishing cooperative road improvement programs and schedules. Work to establish the right-of-way needed for new roads identified in the TSP.
- D. Take advantage of federal and state highway funding programs.

Linn County Code – Transportation Related Policies

Transportation Planning

1. Linn County supports a transportation system that:
 - a. Furnishes efficient movement for Linn County residents, businesses and other users
 - b. Facilitates the flow of goods and services so as to strengthen the local and regional economy
 - c. Adequately serves the needs of agricultural and forest enterprises
 - d. Maintains and supports multimodal transportation opportunities
2. It is the policy of Linn County that an integrated transportation system, which accommodates a variety of travel modes and demand management programs, be maintained and promoted. It is the policy of Linn County to:
 - a. Consider all modes of transportation including highways and roads, public transit, air, rail, bicycling, walking and telecommunication, where needed and economically feasible, when making transportation decisions(b) consider carpooling, vanpooling, telecommuting and staggered work shifts as alternatives for reducing congestion when making transportation decisions
 - b. Avoid total reliance on any one mode of transportation and support other modes of travel besides the automobile
 - c. Reduce auto reliance through providing a road network that can accommodate public transit, bicycling and walking facilities
 - d. Plan land uses that support alternative modes when appropriate
 - e. Support transportation access for all residents through a combination of walking and bicycling facilities, provision of special transportation for the transportation disadvantaged, identification of opportunities for coordinating special transportation,

- encouragement of use of alternate modes and coordination of multimodal passenger services
3. It is the policy of Linn County that conflicts between transportation modes be minimized, especially:
 - a. Conflicts between movements of automobiles, pedestrians and bicyclists
 - b. Conflicts between roads, rail lines and airports
 4. It is the policy of Linn County to cooperate with appropriate agencies, organizations and jurisdictions in locating multimodal transfer points, especially public transit and bicycle facilities.
 5. It is the policy of Linn County that the presence of a transportation facility or improvement shall not be a basis for allowing residential, commercial, or industrial development on rural resource lands.

Land Use and Transportation

1. Linn County recognizes the rural nature of the county. Anticipated development in the unincorporated areas of the county will be on a rural scale. Therefore, the County does not foresee significant impacts on the County-owned transportation system from upcoming development projects. Furthermore, the County views the main purpose of the County-owned road network as the efficient movement of people and goods between incorporated areas in the County and not as a means of increasing urban scale development in the unincorporated areas. This especially applies to areas outside of urban growth boundaries.
2. Linn County supports land use policies and transportation policies that enhance one another. Land use planning and transportation planning shall be coordinated.
3. It is the goal of Linn County that transportation improvements which occur outside of urban growth boundaries do not create urbanizing pressures in those areas.
4. It is the policy of Linn County to maintain property development standards, as established in the Linn County Zoning Ordinance, that:
 - a. Assure proper location and spacing of access
 - b. Provide adequate off-street parking
 - c. Provide adequate room for vehicle maneuvering and turnaround
 - d. Provide adequate visibility; and adequate frontage
5. It is the policy of Linn County to review all land divisions that involve creation of new roads or new access onto existing roads for compatibility with the policies of this plan.
6. It is the policy of Linn County to review the design and layout of transportation facilities (roads, parking areas, bikeways, footpaths, driveways, transit facilities, rail facilities, pipeline facilities and loading areas) in subdivisions or planned unit developments and industrial parks for compatibility with the policies of this plan.
7. It is the policy of Linn County to:
 - a. Require assessment of direct and cumulative impacts on the County transportation system for significant new development projects
 - b. Require that the level of transportation facility improvement be commensurate with the scale of new development projects

- c. Require that new development projects be designed and operated in a such a manner that they will not have significant adverse effects on the County transportation system
 - d. Encourage bicycle, pedestrian and transit friendly design features in new development projects where appropriate
8. It is the policy of Linn County that incompatible land uses will not be allowed on the sites of identified transportation system projects.
 9. In order to streamline development procedures, it is the policy of Linn County to permit outright planned transportation improvements identified in this plan, specifically in LCC 907.200 to 907.250 and 907.370.
 10. It is the policy of Linn County to coordinate the development of transportation facilities with other elements of the Comprehensive Plan policies.

Safety Issues

Linn County desires a transportation system that provides for the safe transport of people, goods and services through and around the County.

1. Linn County will plan for and promote the maintenance of roads, bikeways, transit, air and pedestrian facilities in the County so that they operate in a safe manner.
2. It is the policy of Linn County to periodically review traffic accident information, identify roadway sections, bridges and intersections with traffic problems and then use this information to help in development of projects necessary to eliminate traffic hazards.
3. To ensure safe conditions and to facilitate traffic flow, it is the policy of Linn County to examine access management issues on new projects through the access permitting process.

Environmental, economic, and social issues

1. It is the goal of Linn County to reduce air pollution, energy consumption and noise pollution through the land use and transportation planning process.
2. When a transportation or development project requires review, it is the policy of Linn County to:
 - a. Evaluate environmental impacts and determine whether mitigation is necessary
 - b. Consider the impact new road development will have on resource lands and development patterns
 - c. Determine what alternatives to the proposed project are available
 - d. Evaluate, when necessary, areas subject to special water quality standards, such as areas needing erosion control or water quality mitigation
 - e. Reduce wetland destruction and road runoff, whenever possible
 - f. Preserve or restore, whenever possible, farmland and natural vegetation disrupted by transportation projects
 - g. Identify and address conflicts between new transportation projects and protection of inventoried Goal 5 resources.

Funding

1. It is the goal of Linn County to have an adequately funded transportation network and that there be a reasonable expectation that sufficient funds will be available to carry out the plan.
2. Transportation projects will be prioritized in accordance with the transportation project list in this plan and as updated and amended in accordance with this plan.

Coordination, continued planning, and notification

1. It is the goal of Linn County to have a vital, ongoing transportation planning process and a useful, clear and concise transportation plan that meets the real needs of the County and its residents.
2. It is the policy of Linn County that amendments to land use designations, densities, and design standards, as found in the *Comprehensive Plan* and zoning and subdivision ordinances, be consistent with the functions, capacities and levels of service of facilities identified in this plan.
3. It is the goal of the Linn County transportation planning process to:
 - a. Identify local, regional and State transportation needs
 - b. Develop a transportation plan that will address these needs
 - c. Review and update the plan periodically
 - d. Have continuing coordination with relevant agencies and jurisdictions
 - e. Have continuing public input
4. It is the policy of Linn County to:
 - a. Continue public and interagency involvement in the transportation process
 - b. Ensure that the transportation plan is consistent with the rest of the comprehensive plan
 - c. Continue to coordinate transportation planning with local, regional and State plans by reviewing any changes to Linn County city transportation plans, regional county transportation plans, the Oregon Transportation Plan and ODOT's Transportation Improvement Plan
 - d. Continue to coordinate transportation planning with the cities of Linn County by periodically surveying city transportation projects and needs
5. It is the policy of Linn County to notify the State Highway Division of ODOT concerning:
 - a. All proposals that would require access to a state or federal highway
 - b. Land use applications that affect transportation facilities and require public hearing
 - c. Applications that affect private access to state roads
6. It is the policy of Linn County to notify the Linn County Road department of any Comprehensive Plan amendments, rezones, planned unit developments, subdivisions, urban growth boundary amendments and conditional use permit applications.
7. It is the policy of Linn County to notify the Public Utilities Commissioner, the Linn County Engineer, and any affected rail company concerning proposals to create new railroad grade crossings.
8. It is the policy of Linn County to notify the Aeronautics Division of the Department of Transportation of Comprehensive Plan amendments within adopted airport overlay zones and:

- a. All land use applications in adopted airport overlay zones
- b. All land use applications within identified airport noise corridors
- c. All proposed new airport sites
- d. All land use applications that airport operations

Transportation Plan implementation

1. It is the policy of Linn County to protect approved or proposed transportation project sites through:
 - a. Access control measures
 - b. Review of transportation projects that significantly affect the County’s transportation system or future development and large development projects that significantly affect the transportation system
 - c. The imposition of conditions on transportation projects and large development projects that significantly affect transportation; airport protection measures for noise and safety
 - d. Interchange area management plans for new or modified state highway interchanges

Road network

1. Linn County has an excellent road network. It is the goal of Linn County to preserve, protect and enhance this valuable County asset.
2. Since the Linn County road network is vital for both automobile and truck traffic and for most feasible alternatives such as busses, bicycle and pedestrian uses, it is the policy of Linn County that:
 - a. The road network be considered the most important and valuable component of the transportation system
 - b. Maintenance and repair of the road network be considered vital to the continued health of the Linn County transportation system
 - c. Maintaining a road network that is in good condition and of sufficient capacity to effectively and efficiently link all major areas of the County is a primary objective of transportation decisions.

Functional class and access management

1. Linn County supports maintenance of an efficient County road network through the designation of County roads within a functional classification system.
2. Linn County has established a network of arterials and collector streets.¹⁴ It is the policy of Linn County to designate access and land uses appropriate to the function of a given road. Inappropriate designations will be discouraged.
3. It is the goal of Linn County to have a system of access management adequate to protect the quality and function of the arterial and collector system.
4. It is the policy of Linn County that any approved access be adequate for emergency service provision.

5. It is the policy of Linn County that access points onto collectors and arterials from individual properties, subdivisions, commercial and industrial properties and all other properties shall be kept to one access point where practicable. Wherever possible, onsite traffic movement with limited arterial or collector access is preferred
6. It is the policy of Linn County that if property access is feasible on a local road, then that local road access will be given preference over access onto a collector or arterial. When access cannot be accommodated on a local road, collector access will be given preference over arterial access.
7. It is the policy of Linn County that access requests onto county-owned major and minor arterials for new minor or major partitions, subdivisions, and commercial and industrial development be developed with category 4 access control in mind.

Pavement management

1. Linn County recognizes that pavement management is important to the overall preservation and maintenance of the road network.
2. It is the goal of Linn County to maintain the County road network pavement in good or fair condition.
3. It is the policy of Linn County to continue to maintain and preserve the County road network through its program of paving, repairing, reconstruction, drainage clearance and vegetation control.
4. It is the policy of Linn County to adopt, when fully developed, the Association of Counties' (AOC), integrated road information system (IRIS) which will include a pavement management system suitable for County Road Department use.
5. It is the policy of Linn County that areas for the storage of materials and equipment for road maintenance and construction shall be allowed where this use is compatible with surrounding land uses.

Pavement of gravel

1. It is the policy of Linn County that County gravel roads will be determined eligible for reconstruction based on three primary criteria and four secondary criteria. Primary criteria will be density, traffic count and road classification. Secondary criteria will be zoning, whether the gravel road is on a school bus route, the estimated cost per mile of reconstruction and paving, and the availability of right-of-way.
2. Gravel surface roads often provide an appropriate level of service in resource areas. Therefore, it is the policy of Linn County not to pave gravel road segments in certain areas of EFU, F/F and FCM zoning.

Level of Service

1. Linn County has established a goal of maintaining level of service D or better throughout the County-owned arterial and collector system over the next twenty years.
2. It is the policy of Linn County to establish a system of traffic volume monitoring on all County-owned arterial and collector roads. The County will periodically examine its traffic

volume data and State-collected traffic volume data to determine if there is any deterioration in level of service on the arterial and collector network.

Capacity

1. It is the goal of Linn County to maintain and preserve the current arterial and collector system in the County and prevent degradation of that system.
2. Linn County recognizes that the current arterial and collector network will be adequate for the foreseeable future. Therefore, no new arterial or collector roads are anticipated in the next twenty years in the unincorporated areas outside of the UGBs with the exception of a Lebanon bypass.
3. It is the policy of Linn County to monitor arterials and collectors, (traffic volumes, accident reports and pavement condition) to help in the determination of when road improvement projects are necessary.
4. It is the policy of Linn County to coordinate road expansion within cities and their urban growth areas in a manner consistent with County policies.
5. It is the policy of Linn County to support adding travel lanes on I-5 to create a freeway with six general purpose travel lanes between the County's northern border and the ORE-34 interchange in order to promote the safe and efficient movement of vehicles and goods. The County supports addressing safety issues and other functional needs associated with the expansion of I-5, consistent with the Oregon Highway Plan.
6. Linn County supports the freeway improvement recommendations contained in the Albany I-5 Corridor Refinement Plan and the Millersburg I-5 Corridor Refinement Plan. These documents are adopted as part of the County Transportation System Plan.

Bridges

1. It is the goal of Linn County to maintain a safe and efficient network of bridges through its continuing program of inspection, maintenance, repair and replacement.
2. It is the policy of Linn County to explore replacement of bridges when necessary. Otherwise, the County will follow standard maintenance and reconstruction procedures.
3. Linn County supports improvement of bridge capacity and access across the Willamette River between Linn and Benton counties.
4. Linn County supports the redesign of the Southern Corvallis Bypass. The current interchange does not facilitate turning movement off of Highway 34.

State highways

1. It is the policy of Linn County to maintain the present supply of RCM (Rural Commercial) zoned land along Highway 34 between the Willamette River and I-5 and to discourage the conversion of agricultural, residential and industrial land to commercial uses. The plan discourages more commercial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional highway commercial development would create more turning movements on and off the

highway which would compromise safety. Since commercial services are available nearby in Corvallis and Albany there is little need to provide additional rural commercial zoning on Highway 34.

2. It is the policy of Linn County to maintain the present supply of land zoned for LI (Limited Industrial) uses along Highway 34 between the Willamette River and I-5 and to discourage the conversion of agricultural, residential and commercially zoned property to industrial uses. The plan is intended to discourage more industrial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional industrial development would create more turning movements on and off the highway which would compromise safety. Since industrial land is available nearby in Corvallis, Albany, Tangent and Millersburg, there is little need to provide additional locations for industrial development opportunities on Highway 34.
3. Future consideration should be given to construction of frontage roads along Highway 34 between the Willamette River and Oakville Road in order to reduce traffic conflicts. A specific plan for this policy is needed appropriate, and should be accomplished through the ODOT Highway 34 Corridor Study.
4. Linn County opposes closing of important access roads leading onto Highway 34. Specifically the County opposes any proposed closing of Peoria Road, White Oak Road, Riverside Drive, Oakville Road and Columbus Street. All of these roads have been designated either an arterial or collector in the County's functional classification system (except for Looney Lane) and as such represent important sections of the County's road network.
5. Linn County recognizes the importance of the east-west corridors in the County, especially Highway 34 and Highway 20 for continued economic, tourist, and community development.
6. Linn County believes there is a need to route traffic from Highway 34 around Lebanon before connecting with Highway 20. A Lebanon bypass is a State road project that the County strongly supports. The County would like to see the bypass project given a high priority, because practical options for placement of the project will decrease and cost will increase over time. The County realizes the size of this project will require cooperation and coordination with both the State and the City of Lebanon. The County encourages all parties to participate in development of a feasible bypass project and the necessary funding mechanisms to accomplish construction within a reasonable timeframe.
7. It is the policy of Linn County that the improvement and upgrading of Highway 34 and Highway 20 between I-5 and Lebanon are State road projects that the County strongly supports. Improvements needed include better shoulders, additional travel lanes, continuous turn lanes and curve and intersection realignments. Ideally, both facilities need to be five lane facilities that are linked by a bypass around Lebanon Highway 34 improvements are higher priority than Highway 20 improvements.
8. Linn County supports renewed inclusion of improvement plans for Highway 228 in the State Transportation Improvement Program.

9. Linn County recognizes that there may be a need to construct a North Corvallis Bypass from Highway 34 northwest across the Willamette River in the next twenty years. However, reevaluation of the need for this project should be undertaken before construction. If, after reevaluation, it is determined that the project is needed its eventual alignment also needs to be reevaluated before construction begins.
10. Linn County supports the following State transportation projects subject to review, approval and adoption into the Transportation Plan Project List. 9Highway 34 between I-5 and Lebanon; Highway 20 between I-5 and Lebanon; Highway 228 between Halsey and Brownsville; I-5 between Santiam River and OR 34; I-5 at approximately MP236.
11. It is the policy of Linn County to support the proposed coordinated closures of the Viewcrest (Exit 237) and Murder Creek (Exit 235) interchanges with the construction of a proposed Tank Farm /Berry Drive Interchange.... (additional text omitted)

City / county road policy

1. Linn County supports further coordination of city and County road networks so that they operate in an efficient fashion.
2. Linn County supports the transfer of County roads to city jurisdictions when urban development and annexation occurs.
3. It is the policy of Linn County to better coordinate city and county road standards through the urban growth management agreement process.

Local road improvements

1. It is the policy of Linn County that improvement and maintenance of local access roads and private access roads is the responsibility of the land owners with property along that road.
2. It is the policy of Linn County that the cost of required local road improvements be equitably and fairly distributed among land owners with property along that road.
3. It is the policy of Linn County that all local access roads and private access roads have road width, surface improvements, design standards and levels of emergency vehicle access appropriate to the number of properties and level of traffic being serviced by the road. Improvements to local access roads and private access roads are to follow the road improvement standards as outlined in Linn County Land Development Code.

Trucking of hazardous materials

1. It is the goal of Linn County to provide for the safe and efficient movement of hazardous substances through and within the County.
2. It is the policy of Linn County that hazardous materials are to be transported through the County in the following manner:
 - a. agricultural and forest related hazardous materials are restricted to the County arterial and collector network until a reasonable point of delivery requires use of local roads
 - b. non-agricultural and non-forest related hazardous materials are restricted to State highways, Old Salem Road and American Drive

- c. Large volume fuel deliveries (i.e. tanker trucks) are restricted to State highways and Old Salem Road
3. These policies shall be coordinated with relevant Oregon Department of Transportation, Oregon Public Utilities Commission and federal agency policies.

High Speed Rail

1. While Linn County generally supports State plans to locate a high speed rail passenger rail line through Linn County, issues of access need to be resolved before implementation, specifically issues of:
 - a. Adequate access for public safety, fire, ambulance, and police
 - b. Adequate public access to school and work
 - c. Community development impacts
2. Linn County supports exploration of alternatives to high speed rail crossing closures that minimize economic and access hardships to Linn County communities. Linn County opposes excessive closings; as such closings will reduce the quality of fire, police and ambulance service delivery and will generally impede efficient traffic flow.

Intermodal connections

1. It is the goal of Linn County to enhance intermodal connectivity throughout the transportation system.
2. Linn County supports efforts to develop an intermodal connection with the high speed rail that includes automobile, air, bicycling and pedestrian access.
3. Linn County supports Lebanon's efforts to develop an intermodal connection, with eventual connection to the high speed rail, that includes automobile, air, bicycling and pedestrian access
4. Linn County supports institution of passenger rail service between Albany, Lebanon and Sweet Home.

Rail Abandonment

1. Linn County does not support further rail abandonments or diminishment of service. The County supports rail service at present or expanded levels and expansion of rail facilities in the County.
2. It is the goal of Linn County to protect industrial lands abutting freight lines and the connections between industrial lands and freight lines.
3. It is the policy of Linn County to actively pursue, whenever feasible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.
4. Since Linn County supports institution of passenger rail service between Albany, Lebanon and Sweet Home, the County therefore opposes abandonment of Southern Pacific or Burlington Northern rail lines that currently link these cities.

Demand management

1. It is the policy of Linn County to encourage implementation of demand management measures to reduce the number of single occupant vehicle trips. Promotion of carpooling, vanpooling, telecommuting, expanded transit use, provision of park and ride lots and encouragement of staggered work shifts for large employers will be explored where appropriate.
2. It is the policy of Linn County to:
 - a. Support Cascade West Council of Governments' efforts to promote ridesharing in Linn County and surrounding counties and to participate in those efforts when feasible
 - b. Promote ridesharing through the creation and advertising of Park-and-Ride facilities
 - c. Coordinate efforts with businesses that have excess capacity in their parking facilities to provide Park-and-Ride space to County residents
3. Linn County recognizes that telecommuting will play an increasing role in work habits and supports continued provision of telecommunication facilities in the County.
4. Linn County supports efforts of companies and businesses who institute flextime and compressed work week programs as such efforts aid in the reduction of automobile congestion on the County road network.

Public transportation

1. It is the policy of Linn County to identify the needs of the transportation disadvantaged and attempt to fill those needs through a combination of public and paratransit services.
2. It is the policy of Linn County to support the expansion and maintenance of the transit and paratransit systems in the County.
3. Linn County supports expanded coordination and cooperation between service providers to the transportation disadvantaged. Linn County supports the concept of Cascades West Council of Governments taking a lead in the coordination of paratransit providers.

Bus service

1. Linn County recognizes the valuable service the Linn Shuttle provides communities in the County and endorses continued support of that service.
2. Linn County supports expanded transit service in the County but acknowledges that adequate funding mechanisms need to be developed that will equitably distribute the costs of the system.
3. Linn County supports a feasibility study on creation of a smart-bus system to serve the public transportation needs of the unincorporated areas of the County.

Air transportation

1. Linn County is committed to air transportation as an ongoing and vital component of the Linn County transportation system.
2. It is the policy of Linn County that any proposal to develop a public use airport shall include a master plan which describes service levels, support facilities, future uses and noise impact areas.

3. Linn County is concerned that expansion plans for the Lebanon State Airport currently proposed by the State will seriously disrupt traffic on a County minor arterial, Airport Road. Impacts of airport expansion on the County road network must be addressed in any airport expansion plans.
4. Linn County supports a study to determine the feasibility for construction and operation of a regional airport. The study would be done in cooperation with the State Aeronautics Division and the Federal Aviation Administration. Any study must evaluate the impact that the airport would have on the County road network.
5. Linn County opposes expansion of the Lebanon Airport until a regional air facility study has been completed and a determination

Bicycling

1. It is the policy of Linn County to provide and/or encourage facilities that serve the diverse needs of citizens traveling by bicycle. Currently those needs include:
 - a. Commuting to work and school
 - b. Utilitarian transportation to shopping, public facilities, and for personal business
 - c. Intermodal connections to transit stops and park-n-rides
 - d. Recreation and touring
2. It is the policy of Linn County that bicycles be accorded the same importance as motor vehicles.
3. It is the policy of Linn County to consider convenience and efficiency for the bikeway network as equally important as for the motorized network.
4. It is the policy of Linn County to develop and maintain an integrated system of shoulder bikeways and suitable shared roadways.
5. It is the policy of Linn County to encourage employer efforts to provide employees with amenities which increase the convenience and attractiveness of commuter bicycling.
6. It is the policy of Linn County to facilitate bicycling as transportation. The Bicycling Plan seeks to increase the modal share of bicycle trips while reducing the modal share of motor vehicle trips within the county transportation system.
7. It is the policy of Linn County to provide a clear, public, bicycle route map that clearly designates major, minor, and alternate bicycling routes.
8. It is the policy of Linn County to coordinate bicycle planning and construction projects with the cities.

Marion County Comprehensive Plan - Transportation Related Goals and Objectives (2005)

Goal 1: Improve transportation system safety.

Objective: Improve system safety for and between all modes of transportation.

Objective: Dedicate adequate resources to ensure that the transportation system is properly maintained and preserved.

Goal 2: Provide an accessible, efficient and practical transportation system appropriate to both urban and rural areas throughout the County.

Objective: Improve mobility and access options to transportation facilities throughout Marion County for transportation system users.

Objective: Facilitate goods movement into and out of area; increase freight (truck, rail, air and water) mobility and inter-modal transfer.

Objective: Facilitate shipping of goods by most efficient and least-impacting means possible.

Objective: Address changing characteristics of trucking, aviation, agriculture and rail industries.

Objective: Facilitate system connections as needed to improve efficiency and access.

Goal 3: Provide sufficient transportation capacity.

Objective: Address existing priorities and projected growth.

Objective: Adequately provide for the transportation needs of residents, businesses, customers and visitors.

Objective: Encourage and support actions that reduce demand on the transportation system.

Objective: Encourage and support actions that maximize value and efficiency of the existing system.

Goal 4: Recognize fiscal reality.

Objective: Facilitate best usage of available financial resources.

Objective: Be ready to use additional resources efficiently if they become available, and be able to show what benefit results from those resources.

Objective: Facilitate procurement of grant funding.

Objective: Recognize that due to financial limitations, **not** all goals and objectives will be met to the ideal extent.

Goal 5: Work in partnership with communities to address community needs and values.

Objective: Minimize adverse impact of transportation system on quality of life in communities.

Objective: Facilitate regional through movement of goods and services while minimizing conflict between through movement and livability in central city areas.

Objective: Minimize adverse impact of transportation system on quality of life and environment in rural areas.

Objective: Foster cooperation between the County and cities to address a wide variety of transportation issues.

Goal 6: Promote alternative modes of transportation.

Objective: Facilitate provision of opportunities for a variety of transportation options.

Objective: Reduce dependence on any one mode of transportation.

Objective: Facilitate and support improved connections between different modes.

Objective: Support land use planning strategies that facilitate efficient transportation system use and development.

Goal 7: Consider land use and transportation relationships.

Objective: Integrate land use planning and transportation planning to manage and plan the transportation system.

Objective: Minimize detrimental effects of transportation improvements on rural land uses.

Objective: Ensure an environmentally responsible/environmentally sound transportation system that minimizes adverse impacts on air and water.

Objective: Ensure transportation-related activities comply with clean air and water requirements and fish and wildlife habitat management regulations.

Objective: Protect established land uses including prime farmland, forestland and other natural resources.

Goal 8: Address transportation policy issues and intergovernmental coordination.

Objective: Improve coordination with all affected jurisdictions to meet future transportation needs.

Objective: Facilitate development of coordinated transportation design standards.

Objective: Emphasize facilitation, rather than restriction/regulation of business.

Objective: Ensure cost-effective investment in transportation. Improvements should be fiscally responsible, economically efficient and realistic.

Objective: Comply with applicable Transportation Planning Rule requirements for rural transportation system planning.

Objective: Maintain an ongoing public involvement process.

Goal 9: Provide a useful plan document.

Objective: Accurately reflect the existing and future transportation systems, issues and needs of Marion County.

Objective: Identify methods for funding recommended actions.

Objective: Provide clear planning direction.

Objective: Maintain and update a list of issues for further study.

Objective: Extend usable life of existing facilities; provide a maintenance element.

Objective: Provide for a periodic review and update of the Plan that allows for improvements to be made as circumstances change regarding transportation issues throughout the County.

**Marion County Transportation System Plan Goals and Objectives
(2012 Draft)**

Goal 1: Improve Transportation System Safety

Objective 1.1: Improve system safety for, and between, all modes of transportation.

Objective 1.2: Address known safety locations in a timely manner with cost-effective solutions.

Objective 1.3: Consider the safety of all modes of travel in transportation improvement decisions.

Goal 2: Maintain, Preserve, and Optimize the Transportation System

- Objective 2.1: Dedicate resources to ensure that the transportation system is properly maintained and preserved, recognizing fiscal constraints.
- Objective 2.2: Extend usable life of existing facilities to the extent possible within financial limitations.
- Objective 2.3: Develop and maintain a strategy that honestly assesses which services can and cannot be provided considering the current level of funding.

Goal 3: Provide Mobility and Accessibility for Very Diverse Groups of Users

- Objective 3.1: Facilitate shipping of goods by the most efficient and least-impactive means possible, increasing freight (truck, rail, air and water) mobility and inter-modal opportunities.
- Objective 3.2: Facilitate system connections as needed to improve efficiency and access, with emphasis placed on commercial and industrial lands and the regional transportation network.
- Objective 3.3: Facilitate and improve mobility and access options to transportation facilities throughout Marion County for all transportation system users.
- Objective 3.4: Facilitate regional through movement of goods and services while minimizing conflict between through movement and livability.

Goal 4: Provide Sufficient Transportation Capacity

- Objective 4.1: Address existing capacity needs with consideration for future needs based on projected growth.
- Objective 4.2: Focus efforts to improve capacity on identified strategic County corridors.
- Objective 4.3: Consider the capacity needs of all transportation users, both internal and external to the County, regardless of mode of travel.
- Objective 4.4: Encourage and support actions that reduce demand on the transportation system (Transportation Demand Management).
- Objective 4.5: Encourage and support actions that maximize the value and efficiency of the existing system (Transportation System Management).

Goal 5: Integrate Transportation, Land Use, Economic Vitality and the Environment

- Objective 5.1: Integrate land use planning and transportation planning, and support land use planning strategies that facilitate efficient transportation system use and development.
- Objective 5.2: Modify the approach to managing transportation and land use to accommodate the changing characteristics of the nation's economy, including industrial, technological, and regulatory advances.
- Objective 5.3: Emphasize facilitation, rather than restriction/regulation of business, while still maintaining public safety and welfare and adequate operation of the transportation system.

Objective 5.4: Minimize adverse impacts of transportation system improvements on existing land uses and communities, with special attention to protecting prime farmland, forestland, and other natural resources.

Objective 5.5: Develop a transportation system that minimizes adverse impacts on air, land and water, and complies with relevant environmental requirements and regulations.

Goal 6: Pursue Coordination, Communication and Cooperation Among All Transportation Users and Providers

Objective 6.1: Foster cooperation between the County and Cities to address community needs and values as they relate to a wide variety of transportation issues.

Objective 6.2: Improve coordination with all affected jurisdictions, including the state and adjacent counties, to meet future transportation needs.

Objective 6.3: Facilitate development of coordinated transportation design standards where appropriate.

Goal 7: Adopt a Practical Approach to All Aspects of Transportation Processes

Objective 7.1: Make deliberate, transparent, and difficult decisions regarding maintenance and improvement policies based on the limitations of resources and/or high cost-benefit analyses.

Objective 7.2: Ensure cost-effective investment in transportation. Improvements should be fiscally responsible, economically efficient and realistic.

Objective 7.3: Facilitate procurement of grant funding by careful project selection and readiness to use additional resources efficiently if they become available.

Objective 7.4: Identify methods for funding recommended actions.

Objective 7.5: Develop and maintain a list of issues for further study.

Objective 7.6: Comply with applicable Transportation Planning Rule requirements for transportation system planning efforts.

Transportation System Management Policies

The purpose of Transportation System Management (TSM) strategies is to maximize the capacity, safety, and efficiency of the existing transportation system through the application of traffic control improvements, access management, and land use controls. The most notable of these policies relates to access management and are included below.

1. Marion County adopts spacing requirements, (shown in Table 10-1 of the RTSP) for new or modified accesses to County roadways. These spacing standards are measured from centerline to centerline of the respective accesses and/or adjacent roadways (see Policy 4 for variance criteria and Policies 5 and 6 for cases in which longer spacings may be required).
2. Marion County adopts spacing requirements standards, for accesses to: 1) roadways within the boundary of an officially recognized unincorporated community and; 2) County-maintained roadways within the Urban Growth Boundary (UGB) of a city with no adopted

access spacing standards (see Policy 4 for variance criteria and Policies 5 and 6 for cases in which longer spacings may be required).

3. For County Roads within the Urban Growth Boundary of a city that has adopted access spacing requirements (in their Transportation System Plan or other official document) the County will use the City's adopted spacing standards, unless in the County's judgment they would not be appropriate (see Policy 4 for variance criteria and Policies 5 and 6 for cases in which longer spacings may be required).
4. Variance Criteria: Variances may be granted at the authority of the Public Works Director in the following cases:
 - a. The property has no reasonable alternate access and the driveway spacing is the maximum that can be safely and reasonably achieved,
 - b. Adherence to the spacing standard would create safety or traffic operations problems,
 - c. The driveway provides a joint approach that serves two or more properties and results in a net reduction of approaches to the roadway, or
 - d. In the judgment of the Public Works Director, it would be impossible or unsafe to meet these standards and the proposed access configuration provides the best available option in terms of safety, traffic flow, environmental impacts, and access to the property.
5. In some cases, the requirements of another jurisdiction (such as the Oregon Department of Transportation) with roadways adjacent to a county road may be more restrictive than these requirements. When this is the case, the more restrictive requirement will be applied. This situation can occur at locations such as freeway interchanges.
6. In some situations longer distances between accesses may be required due to site-specific traffic concerns. In these cases Public Works will require longer spacing and/or set the appropriate location based on engineering analysis. An example would be if traffic queuing at an intersection would block the driveway during the peak hour of the design life of the project, staff may require the driveway to be located farther away from the intersection.
7. Land use changes that could result in increased development levels and thus higher traffic levels will be assessed for their impact to current and future traffic volume and flow, and these impacts must be appropriately mitigated (as determined by the Public Works Director in accordance with applicable standards and practices) in order for the development to be allowed.
8. An access management plan has been developed for a portion of the Wilsonville-Hubbard Hwy near Arndt Road. That plan is hereby incorporated into this plan, and is included as Appendix F of the RTSP. (Note: other access management plans have also been adopted for other specific areas).

Transportation Policies

This category of policies encompasses the priorities the County has established for the operation of the existing transportation system, the capital improvements needed to enhance the system, the integration of land use and transportation issues, and balancing transportation and community

needs. The policy categories include: 1) Transportation System Planning Policies; 2) Resource Allocation Policies; 3) Bicycle, Pedestrian and Public Transportation Policies; 4) Air, Water, Rail, Energy and Pipeline Transportation Policies; 5) Development and Access Policies; and 6) Right-of-Way Policies.

Transportation System Planning Policies

Transportation system planning policies serve as general guidelines for achieving a safe and efficient transportation system. These policies address transportation priorities for the County and address desired operational characteristics. The policies also provide vision for planning the future transportation system.

1. The general priorities for Marion County with regard to the County Road System are in order of importance:
 - a. Preservation and maintenance of the existing road system
 - b. Safety improvements and enhancements
 - c. Capacity enhancements and growth-related projects
2. The County will evaluate all investments in the transportation system for cost effectiveness, fiscal responsibility, economic efficiencies, and practicality.
3. The County will re-evaluate, update and adopt design standards and various policies that enhance safety, capacity, and efficient life of the transportation network.
4. a) The County will work with each community to consider the goals and visions of that community in developing and maintaining the transportation system. This will include coordination of the County's transportation plans with their transportation plans. Deviation from a community's desires may occur when addressing issues involving safety, significant added expense, modernization projects, liability, and providing services that are in the best interests of the public.
b) Within the urban growth boundary of an incorporated city, Marion County Public Works will apply roadway design standards and criteria in the Transportation System Plan (TSP) adopted by that city, except in cases where in the engineering judgment of the County Public Works Department, it would not be appropriate to do so. In the absence of adopted standards or a TSP by a city, Marion County Public Works will use its own engineering standards and/or judgment to determine the appropriate planning direction or standard to apply.
5. Levels-of-Service considered acceptable in rural areas include:
 - a. LOS D or better with a volume/capacity ratio (v/c) of 0.85 or better for signalized, all-way stop, and roundabout intersections.
 - b. LOS E or better with a volume/capacity ratio (v/c) of 0.90 or better for other unsignalized intersections.
 - c. LOS D or better with a volume/capacity ratio (v/c) of 0.60 or better for road segments.
6. The County will pursue and implement Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies whenever possible as an alternative to building new transportation facilities.

7. To the extent possible, the County envisions a modified grid transportation system in the rural areas (as allowed by geography and demanded by use) that allows all users reasonable access to higher function roads, minimizes out-of-direction travel, delivers reasonable travel times, and in many cases allows circumferential flows around the many incorporated areas within Marion County.

The County recognizes the role of State Highways and County Arterials as the backbone of the transportation network. These roads are critical for everyday transportation and serve as critical lifelines in emergency situations. The County will support efforts to enhance and maintain the function of these roads through land use policies, access management strategies, and roadway improvements.

8. The County recognizes that it may be appropriate to consider transfer of jurisdiction between State Highways and County Roads in order to ensure that State Highways function as regional routes and County Roads function as more localized routes. However, the County will not accept any roads into the County system that do not meet County standards.

To encourage tourism, the County supports the concept of Scenic Routes, Tour Routes, and Scenic Byways, and will consider enhancements that preserve or provide scenic or historic values to the transportation system.

The County recognizes the importance of facilitating freight movement. With this in mind, the strategic routes designated in Figure 7.1 in the RTSP are also hereby designated freight routes. Effort will be made to facilitate freight movement on freight routes.

9. Effort will be made to reduce conflicts between mobility of freight and livability of communities along these routes.

Resource Allocation Policies

Resource allocation policies provide guidelines for how funds will be spent on transportation related activities. These policies are intended to provide appropriate allocation of resources to address transportation priorities and necessities.

1. Marion County will not spend Public Works funds on activities outside of public rights-of-way. Work on privately maintained roadways or for private entities may be possible under Private Work Orders
2. County funds expended on Local Access Roads shall be in accordance with ORS 368.031 and shall be documented and justified in a consistent manner. County resources shall not be dedicated to other activities on these roads unless covered by a Private Work Order.
3. If a County road or other facility is damaged or impacted, the County will work to recover repair costs from those responsible for the damage or impact.
4. The County may use its discretion in selecting projects out of the suggested order of priority, if deemed this is in the best interest of the overall transportation system and general public for reasons including safety, time-sensitive availability of additional funds, improved coordination of work, or improved efficiencies.
5. The County will encourage joint projects with the private sector, affected user groups, or individual citizens, if it improves or allows a project on a County roadway to proceed that

might otherwise not be accomplished. This participation may be in the form of material and resource contributions, local improvement districts, right-of-way dedications, or other funding sources such as user fees.

6. The County will comply with ORS 366.514 requiring one percent of the funds it receives from the State Highway Fund to be expended on bicycle and pedestrian facilities.

Bicycle, Pedestrian and Public Transportation Policies

Bicycle, pedestrian, and public transportation are important components of the transportation system plan. These policies are intended to ensure that these modes will be considered in the planning and development of transportation facilities, and to help make these modes more viable options for the traveling public.

1. The County will consider the impact County transportation projects have on bicycling and pedestrian activities.
2. All new Arterials and Major Collectors will be constructed with paved shoulders.
3. The County will consider the needs of those individuals who are transportation disadvantaged or disabled when planning or reviewing transportation improvements. The County will encourage and facilitate the ability of transit providers such as the Salem Area Transit District and Chemeketa Area Regional Transportation System (CARTS) to provide services to areas outside of designated urban growth boundaries. To the extent feasible, the County will facilitate the development of Park-and-Ride/Pool lots at strategic locations throughout the county, in coordination with transit providers where appropriate.
4. The County supports efforts to develop off-street multi-use paths or trails (which typically will be used by bicyclists and pedestrians) where appropriate. These paths or trails will be especially encouraged where they connect trip generators and attractors (such as cities and parks) and where they take advantage of existing scenery (such as along scenic rivers) and available resources (such as power lines, old rail lines, along rivers and in existing right-of-way or easements).
5. In order to promote bicycle and pedestrian travel within the cities of Marion County, and recognizing that fast-moving, high-volume, and heavy vehicular traffic is detrimental to the ‘walkability’ and ‘bikeability’ of a city, the County generally supports efforts to divert regional traffic from flowing through the ‘downtown’ of a city. This may be through simple measures such as signing and traffic control, moderate measures such as improvement of existing roadways, or more complex measures such as the provision of new roadways or bypasses. The County is especially supportive of such efforts when the affected city is a major proponent of these measures.

Air, Rail, Water, Energy and Pipeline Transportation Policies

These policies address air, rail, water, energy, and pipeline transportation in the County. These modes are an important part of the existing and future transportation network in terms of moving freight, passengers, services and information in the County.

1. Airports and airstrips shall be located in areas that are safe for air operations and should be compatible with surrounding uses
2. The County should review and take appropriate actions to adopt State master plans for public airports in Marion County.
3. The County will adopt appropriate provisions (including plans, ordinances and intergovernmental agreements) to protect the public airports from incompatible structures and uses. These provisions will be consistent with Federal Aviation Administration guidelines.
4. The County will discourage noise sensitive uses from locating in close proximity to public airports.
5. The County will encourage the establishment of cost-effective passenger and commuter rail service in the Willamette Valley.
6. The County generally supports development of new or expanded freight rail service that would improve the efficiency of freight movement, as long as its impacts can be appropriately addressed.
7. The County supports efforts to evaluate, maintain or develop the capability of the Willamette River as a navigable waterway and recreational area.
The County will encourage the continued use of underground pipelines and telecommunication lines that minimize the need for surface shipping and that are compatible with established land uses.
8. The County encourages cooperation between energy and utility companies for the more efficient provision of energy and utilities.
9. The County encourages (and often requires) joint use of trenches by different utilities where it would be safe and practical to do so.
The County generally supports measures that conserve the amount of energy resources used for transportation in and through the County.

Development and Access Policies

Development and access policies provide guidelines for linking transportation and land use in an attempt to provide suitable transportation facilities while protecting and preserving the agricultural and rural nature of the County. The policies also outline right-of-way and roadway improvement requirements for new developments in the County.

1. Additional interchanges (access points) on Interstate 5 from the northern County line to the Chemawa Interchange, and from the Sunnyside Interchange to the southern County line will be discouraged (except for near Woodburn – see RTSP Chapter 8), unless it can be shown through a comprehensive study and supported by the County that a new interchange is appropriate for regional access to the Interstate system.
2. Transportation facilities should be developed and maintained in such a manner as to minimize negative impact to valuable soil, timber, water, scenic, or cultural resources.
3. The County will consider and strive to minimize the negative impacts to surrounding land uses and communities in the selection and implementation of transportation projects

4. Development proposals and changes in land use designations shall conform to any subarea management plans created or adopted by Marion County
5. The County will discourage sign proliferation in rural areas, including billboard and sign advertising
6. Rural residential development adjacent to or near major roadways should be designed to minimize adverse effects of traffic noise, traffic volume and other transportation-related impacts.
7. To prevent exceeding the function and capacity of any component of the transportation system, the County will consider roadway functional classification, capacity and current conditions as primary criteria for proposed changes in land use designations and proposed land use developments. In addition, present and anticipated safety issues shall also be significant criteria.
8. The County shall review land use actions, development proposals and large transportation projects in the region for impacts to the transportation system and facilities. If the impacts are deemed significant by the County and cannot be mitigated to the County's satisfaction, the action shall be denied or modified until the impacts are acceptable. The County shall also consider the impact these actions have on affected communities and urban areas.
9. Access to developments must be from roadways with appropriate Functional Classifications and improved to appropriate standards
10. a) The number of access points on arterial and major collector roadways shall be kept to a minimum to reduce the interruption to traffic flow and to promote safety. All new or expanded-use accesses must meet the access management standards in the RTSP. b) If a property is partitioned, all platted parcels of that property should use one common access to the road system. c) Loop driveways are discouraged.
11. a.) Direct access to arterials from adjacent parcels should not be allowed if alternative access is available or can be made available. b) If a parcel has access options onto more than one roadway, the access should be derived from the road with the lower functional class, and if of the same functional class, the road with the lower traffic volume and fewer potential conflicts. c) Likewise, where property abuts both a county or public use road and a State highway, the preferred access will be onto the county or public use road (unless the roads' functional classification would indicate otherwise).
12. All new or modified accesses to an arterial shall be paved to a minimum width of 20 feet for a typical vehicle length (or longer if necessary) from the edge of the roadway to control drainage and prevent rock and other debris from accumulating on the Arterial.
13. a) To minimize and eliminate hazards along public roadways, the County shall review and approve all proposed driveways and accesses (including all measurable access modifications and significant increases in use of an access) to County roads; and to local access roads as resources allow. b) Accesses shall be located at the safest site possible and shall meet the stopping sight distance requirements specified in Marion County's design standards. Actions required to obtain these stopping sight distances shall be required as a condition of approval of the access permit. c) Accesses should be consolidated, whenever feasible, to minimize the number of access points.

14. Driveways, internal circulation areas and parking areas shall be designed so that traffic will not back onto arterials or major collectors or any other facility where such conditions would create a hazard.
15. Where there are several adjacent parcels with narrow frontages or where sight distance is inadequate, a frontage road or combined driveway may be required.
16. Access to new State and large County parks should be provided by roads of minor collector or higher functional classification.
17. a) Appropriate notice of comment periods or public hearings shall be mailed to ODOT for any property requesting access to a State highway and any land use change or development within 500 feet of a State highway, or 1320 feet of an interchange. b) The Oregon Department of Aviation shall be notified of any development within 500 feet of a public use airport.
18. If land to be subdivided, rezoned or partitioned will cause the termination of a roadway or borders a roadway right-of-way of less than standard width, the applicant shall dedicate sufficient land to provide for a cul-de-sac or to increase the half (or halves) of right-of way bordering this land to one-half of the standard width.
19. a) New private roadways (those on private property and maintained with private funds) shall not be approved as access to more than four parcels except in Planned Unit Developments. b) When private roadways are approved as part of a subdivision or planned development, the roadways shall be constructed and completed to County standards prior to the recording of the plat. The developer shall certify in writing that the roadways were constructed to County standards. c) The maintenance of privately owned roads is neither the responsibility nor liability of the County. d) The property owner shall provide a recorded road maintenance agreement for all new development accessing private roads prior to plat approval.
20. Building permits for new home sites on vacant parcels shall not be approved on previously established private roads serving four or more dwellings unless no other means of providing access to the property is available and appropriate land use approvals are obtained. When these approvals are granted, the applicants shall be required to sign and record an agreement to participate in any future road improvement agreements and/or maintenance agreements.
21. No new local access roads (as defined in ORS 368.001) shall be created in Marion County.
22. New public streets and public street improvements shall be developed to County adopted standards and the development will not be issued occupancy permits or final inspection until these streets have been constructed and the Public Works Department has accepted their design and construction.
23. On a Local Access Road with four or more existing parcels (not counting parcels with frontage on County roadways), no new parcels shall be created that would have access to the road unless the road is improved to County standards.
24. On a Local Access Road with fewer than four legally created parcels (not counting parcels with frontage on County roadways), new parcels may be allowed access to the road as long as the total number of parcels receiving access does not exceed four.

25. All new developments shall be reviewed to ensure that they have an adequate stormwater system. Specific requirements can be found in Marion County’s Engineering Standards (or subsequent document).
26. Large developments are discouraged on dead-end or no-outlet roads.

Right-Of-Way Policies

There is a significant amount of public right-of-way in Marion County. Much of it is occupied by roads, while some remain undeveloped. Policies with respect to use of this public right-of way include:

1. To the extent possible, the County will utilize existing facilities and rights-of-way as the foundation for those intra- and inter-county facilities needed to accommodate anticipated growth and facilitate movement.
2. New transportation facilities of all types should use existing rights-of-way to the extent possible to minimize disruption to existing land use.
3. The development of unopened, dedicated public rights-of-way will be reviewed by the County for consistency with land use and other policies. When opening of the road is appropriate, a permit will be required and adequate roadway development standards shall be met.
4. The County will not abandon or vacate public rights-of-way unless it has been determined beyond reasonable question that it is in the best interest of the general public to not ever have the right-of-way available to the general public for use as a roadway, bicycle/pedestrian path, or any other use.
5. The County will restrict use of public rights-of-way (such as through posted restrictions or gates), roadways and structures to a user or group of users, only if it is deemed appropriate for purposes of safety, roadway preservation, or other engineering reasons.
6. A Special Setback of 30 feet from the existing roadway centerline exists for all County roads unless a larger Special Setback is designated through another policy.

Access Management Rules (OAR 734-051) - Select Provisions

Access Management Standards for Approaches — General Provisions:

1. Applicability. Access management standards for approaches to state highways:
 - a. Are based on the classification of the highway and highway designation, type of area, and posted speed;
 - b. Apply to properties abutting state highways and planning processes involving state highways, and other projects as determined by the region manager;
 - c. Do not apply to legal approaches in existence prior to January 1, 2012, except for those private approaches subject to the change of use provisions, pursuant to OAR 734-051-3020;
 - d. Are intended to facilitate infill development and redevelopment, as applicable, with the goal of meeting or improving compliance with the access management spacing standards; and

- e. Are further intended to facilitate highway and interchange construction or modernization projects, or other roadway or interchange projects as determined by the region manager, with the goal of meeting or improving compliance with the access management spacing standards.
2. Standards for Private Approaches. The access management standards are based on approach spacing distance, sight distance, the presence of channelization, and safety and operations considerations. OAR 734-051-4020 contains the access management standards applicable to private approaches.
3. Access Management Standards for Infill and Redevelopment. The region access management engineer may apply the ‘urban’ access management spacing standards of OAR 734-051-4020 to infill or redevelopment projects in a rural area on commercial or industrial zoned land where the land has been developed into an urban block pattern including a local street network, and the posted highway speed is at or below 45 miles per hour.
4. Special Transportation Area (STA) Designations. Where the Oregon Transportation Commission has designated a Special Transportation Area (STA) in the Oregon Highway Plan, the spacing standards for such highway designation will be applied to the application.
5. Deviations. Deviations from the access management standards must meet the criteria in OAR 734-051-3050.
6. Traffic Signals. Location of traffic signals on state highways must meet the criteria of OAR 734-020-0400 through 734-020-0500.

Oregon Bicycle and Pedestrian Plan Goals and Strategies

The goal: To provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking.

ACTION 1: Provide bikeway and walkway systems that are integrated with other transportation systems.

- STRATEGY 1A: Integrate bicycle and pedestrian facility needs into all planning, design, construction and maintenance activities of the Oregon Department of Transportation, local governments and other transportation providers.
- STRATEGY 1B: Retrofit existing roadways with paved shoulders or bike lanes to accommodate bicyclists, and with sidewalks and safe crossings to accommodate pedestrians.
- STRATEGY 1C: Provide financial and technical assistance to local governments for bikeway and walkway projects on local streets.

ACTION 2: Create a safe, convenient and attractive bicycling and walking environment.

- STRATEGY 2A: Adopt design standards that create safe and convenient facilities to encourage bicycling and walking.
- STRATEGY 2B: Provide uniform signing and marking of all bikeways and walkways.
- STRATEGY 2C: Adopt maintenance practices to preserve bikeways and walkways in a smooth, clean and safe condition.

ACTION 3: Develop education programs that improve bicycle and pedestrian safety.

- **STRATEGY 3A:** Monitor and analyze bicyclist and pedestrian crash data to formulate ways to improve bicyclist and pedestrian safety.
- **STRATEGY 3B:** Publish bicycling and walking maps and guides that inform the public of bicycle and pedestrian facilities and services.
- **STRATEGY 3C:** Develop bicycling and walking safety education programs to improve skills and observance of traffic laws, and promote overall safety for bicyclists and pedestrians.
- **STRATEGY 3D:** Develop safety education programs aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists and pedestrians.
- **STRATEGY 3E:** Develop a promotional program and materials to encourage increased usage of bicycling and walking.

Oregon Highway Plan Goals and Policies

Goal 1. System Definition: To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon’s local, regional, and statewide economies and livability of its communities.

- Policy 1A: State Highway Classification System
- Policy 1B: Land Use and Transportation
- Policy 1C: State Highway Freight System
- Policy 1D: Scenic Byways
- Policy 1E: Lifeline Routes
- Policy 1F: Highway Mobility Standards
- Policy 1G: Major Improvements
- Policy 1H: Bypasses

Goal 2. System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

- Safeguards the state highway system by maintaining functionality and integrity;
- Ensures that local mobility and accessibility needs are met; and
- Enhances system efficiency and safety.

- Policy 2A: Partnerships
- Policy 2B: Off-System Improvements
- Policy 2C: Interjurisdictional Transfers
- Policy 2D: Public Involvement
- Policy 2E: Intelligent Transportation Systems

- Policy 2F: Traffic Safety
- Policy 2G: Rail and Highway Compatibility

Goal 3. Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, support economic development, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.

- Policy 3A: Classification and Spacing Standards
- Policy 3B: Medians
- Policy 3C: Interchange Access Management Areas
- Policy 3D: Deviations
- Policy 3E: Appeals

Goal 4. Travel Alternatives: To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.

- Policy 4A: Efficiency of Freight Movement
- Policy 4B: Alternative Passenger Modes
- Policy 4C: High-Occupancy Vehicle (HOV) Facilities
- Policy 4D: Transportation Demand Management
- Policy 4E: Park-and-Ride Facilities

Goal 5. Environmental and Scenic Resources: To protect and enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system.

- Policy 5A: Environmental Resources

Oregon Freight Plan Issues and Strategies

Freight Issue #1: A clearly defined, multimodal “Strategic Freight System,” is essential in order to focus freight system improvements, maintenance and protection on the freight corridors that play the most critical role in supporting the state’s economy. Currently, this does not exist.

Strategy 1.1: Establish a Strategic Freight System building on the system defined by the commodity flows of Oregon’s major industries. This system should include those elements of the transportation infrastructure that best support the state’s key industries. This system should be multimodal, when viable, and exist in both urban and rural areas as appropriate.

Strategy 1.2: Support freight access to the Strategic Freight System. This includes proactively protecting and preserving corridors designated as strategic.

Strategy 1.3: Improve understanding of the economic benefits of freight improvement projects or programs to Oregon’s residents and businesses. This means understanding both the direct benefits and secondary benefits such as induced job growth.

Freight Issue #2: Capacity constraints, congestion, unreliability and geometric deficiencies in key highway, rail, air and marine freight corridors cause inefficiencies in statewide freight movement.

Strategy 2.1: Define and establish criteria to identify freight constraints and deficiencies.

Strategy 2.2: Develop a process for identifying, measuring and monitoring system constraints and deficiencies.

Strategy 2.3: Identify and rank freight bottlenecks, corridor constraints or chokepoints, in particular those located on the strategic system. Update the ranked list periodically.

Strategy 2.4: Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System with the intent to improve supply chain performance.

Strategy 2.5: Enhance Intelligent Transportation Systems (ITS) applications (such as traveler information programs and transportation demand management systems) that are effective and useful to freight. Prioritize strategic locations for ITS applications. This should include intermodal connector facilities.

Strategy 2.6: In order to increase modal alternatives on key freight corridors in the strategic system, encourage development of carload transload/consolidation facilities where there is market support for such facilities

Freight Issue #3: Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.

Strategy 3.1: Establish a procedure for monitoring the mobility, infrastructure conditions, and performance of intermodal connector roads on the National Highway System and other last-mile connections to important freight generation sites.

Strategy 3.2: Partner with local government agencies and tribal governments to identify intermodal connectors that provide “last mile” connectivity to freight-generating businesses or locations and are not currently classified as NHS Connectors. Use this information to update the NHS connector list, when requested by the federal government, and to establish an additional list of secondary connector routes as appropriate. Highlight the importance to local governments of the role they have in making the freight system function effectively for businesses across the state.

Strategy 3.3: Encourage inclusion of connector roads in local transportation system plans.

Freight Issue #4: Improvements to the efficiency, reliability and safety of long-haul freight corridors require collaboration between Oregon and neighboring states.

Strategy 4.1: Prioritize efforts to create and maintain strategic relationships with multistate coalitions and freight groups in neighboring states to identify freight transportation issues, concerns and needs of mutual interest. Continue to advocate for multistate planning opportunities. Work with trading partners and freight destinations and origins on identifying supply chain issues that affect whole industries.

Freight Issue #5: Changes to the physical dimensions of a highway may either accommodate or restrict permitted loads throughout the entire state and can cause connectivity issues to key businesses and freight generating activities.

Strategy 5.1: Monitor, preserve and improve highway freight facilities that accommodate truckloads requiring a permit.

Strategy 5.2: Identify routes that have length, weight, or height restrictions and include these routes, as appropriate, in the state's assessment of needed highway improvements.

Strategy 5.3: Consider targeting financial support to strategic non-highway modal infrastructure such as shortline rail and barge for shipment of nondivisible loads.

Freight Issue #6: Freight needs to be able to move throughout the state in a manner that is as safe as possible. Its movement may impact safety in Oregon communities and risk to the environment.

Strategy 6.1: Partner with local, statewide, tribal and federal partners to monitor and manage the safety performance of the statewide freight system.

Strategy 6.2: Use state-of-the-art crash statistics and data tracking methods to monitor the safety performance of the system and to track system performance over time

Strategy 6.3: Build freight safety considerations into the system monitoring, project selection and prioritization processes

Freight Issue #7: Industrial land supply for freight-dependent land uses may be insufficient to meet future demand. Lack of necessary land use protections may threaten the viability of freight transportation systems.

Strategy 7.1: Work to better integrate freight into the land use planning process and to protect the existing supply of industrial (freight-dependent) land uses and freight terminals.

Strategy 7.2: Work with local and regional agencies and tribal governments to develop best practices for integrating freight generating land uses into the urban fabric in a manner that minimizes the impact on surrounding communities and the environment

Freight Issue #8: Freight emissions include pollutants such as greenhouse gases and particulate matter that contribute to climate change and health risk concerns.

Strategy 8.1: Research strategies to reduce pollutants and greenhouse gas emissions from freight sources that are active within Oregon, focus on strategies that have been implemented with success in regions that have similarities to Oregon

Strategy 8.2: Consider climate change impacts in freight transportation planning activities.

Freight Issue #9: National Environmental Policy Act (NEPA) review procedures and permitting requirements for freight projects involve complexities that, if overlooked, can result in negative impacts to project development and implementation cycles.

Strategy 9.1: Reduce inefficiencies in the NEPA process as well as other environmental permitting processes by considering actions that encourage early consultation with federal, state, and local agencies

Freight Issue #10: New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and be expensive to implement.

Strategy 10.1: Work with shippers, carriers and terminal operators to increase the knowledge of the costs, consequences and requirements of new safety, security and environmental regulations.

Freight Issue #11: The freight system in Oregon lacks system redundancy in several key locations. This leaves it vulnerable to disruptions that threaten freight system continuity, especially during emergencies.

Strategy 11.1: Create a statewide emergency management plan that identifies critical vulnerable points from a freight mobility perspective and places where there is a lack of system redundancy. Create freight movement emergency plans for disruptions at these locations that include information about possible alternatives routes.

Strategy 11.2: Develop and maintain transportation models that account for freight logistics and routing behavior in order to evaluate effects of disruptions on freight movement at the state, regional and urban levels.

Strategy 11.3: Retain critical existing redundancy elements (for example, rail lines currently not in use, but parallel to a highway facility). Infrastructure that is currently under-utilized may become the primary link in the case of serious disruption on the primary facility.

Freight Issue #12: Lack of a sustained source of statewide freight funding decreases the ability of the public sector to plan for long- and medium-term freight needs in a comprehensive manner.

Strategy 12.1: Work with elected officials, carriers, shippers and other stakeholders to study the potential for, and implications of, a statewide freight fund. The fund would have a selective, criteria-driven process to prioritize and fund

projects in all modes of freight transportation. The process would be needs-based and focus on projects located on the Strategic Freight System.

Strategy 12.2: On a regular basis, create a package of statewide freight improvements that best support efficient statewide freight movement. Share this statewide package with local and regional governments and agencies to assist them in selecting projects to forward through the multimodal transportation improvement selection processes.

Strategy 12.3: Advocate establishing sources of funding for improvements on intermodal connectors.

Freight Issue #13: Limited availability of state transportation funds means that use of existing sources of funding must be effectively optimized.

Strategy 13.1: Before embarking on capital improvement projects, explore lower cost solutions, including operational upgrades or institutional changes, consistent with least cost planning principles.

Strategy 13.2: When a public benefit can be achieved, work together with private sector multimodal freight stakeholders to pool resources and optimize funding efficiencies. This may include investing in transportation improvements that are multimodal and privately owned, and include improvements to all freight modal infrastructures.

Strategy 13.3: Seek projects to advance as potential public-private partnerships through the planning and programming process.

Freight Issue #14: The lack of a continuous federal freight funding source makes it very challenging for Oregon to implement the ongoing planning and programming of freight projects. Those projects that are of regional or national significance should be eligible for federal participation and funding.

Strategy 14.1: Work through Oregon's congressional delegation to urge the federal government to develop a coherent national freight strategy.

Strategy 14.2: Work with partner states to identify projects that are of national significance to elevate to the federal level for funding consideration

Freight Issue #15: The economic importance of freight is not always understood or appreciated by the public.

Strategy 15.1: Continue to create opportunities for positive interaction between freight industry representatives and community stakeholders, including long-range planning or other community planning activities.

Oregon Public Transportation Plan Goals and Policies

Goal 1: Purpose of the Public Transportation System

The public transportation system should provide mobility alternatives to meet daily medical, employment, educational, business and leisure needs without dependence on single-occupant vehicle transportation. The system should enhance livability and economic opportunities for all Oregonians, and lessen the transportation system's impact on the environment. The public transportation system should provide services and meet transportation needs in a coordinated, integrated and efficient manner.

- *Policy 1A: Urban Access, Rural Access, Basic Mobility*

The public transportation system should serve urban and metropolitan areas by assuring mobility within urban areas and regions, providing access to jobs, and adding capacity to the regional transportation system. The public transportation system should provide for intermodal connections assuring easy movement between urban and statewide transportation systems and contributing to the state objectives and level of service goals.

The public transportation system should provide access to rural and frontier areas, connecting them with all other parts of the state, and with service within them, so that residents have access to all parts of their community. Service to and within rural areas and small cities should fit the needs of the community, be economical, convenient to use and contribute to state objectives and level of service goals.

The public transportation system should provide a basic level of mobility sufficient to meet the essential travel needs of people living and traveling throughout Oregon. Basic mobility includes the ability to travel conveniently, economically, safely and securely to meet medical, employment, educational, business and leisure needs.

- *Policy 1B, Environmental Protection*

The public transportation system should be designed, operated and maintained so that public transportation facilities and services lessen the transportation system's impact on air and water quality, the natural environment and energy consumption.

- *Policy 1C, Economic Prosperity*

The public transportation system should strengthen economic opportunities by providing travel options that increase access to jobs.

- *Policy 1D, Land Use*

The public transportation system and local land use planning should be complementary and coordinated. Public transportation should be both responsive to and facilitate implementation of land use laws.

- *Policy 1E, Reduced Highway Demand*

The public transportation system, especially in urbanized areas and large cities, should function as an integral component of and reduce pressure on the overall transportation system.

Goal 2: The Components of the Public Transportation System

The public transportation system should be statewide, well-maintained and managed, safe and pleasant to use. The public transportation system should be comprised of a hierarchy starting with (level 1) ridesharing or volunteer programs and moving upward as population and density increase to include (level 2) taxi or minibus service and finally adding (level 3) fixed-route services where appropriate.

The many elements should be designed and operated to work together to accommodate the unique needs of different regions of the state according to their population, density, location, form and function. To ensure coordination and efficiency, different types of service should be provided as part of a single, unified public transportation system. Systems for special needs and the general public users should be integrated. Transportation demand management projects should be encouraged anywhere they can meet a need and not be restricted to metropolitan areas.

- *Policy 2A: Urban, Small City and Rural Public Transportation Systems*

Public transportation in urbanized areas and large cities should serve as an alternative to the single-occupant vehicle to provide mobility, access employment, reduce congestion and maintain air quality. The urbanized area public transportation systems should be comprised of light rail, if appropriate, fixed route bus and demand response transit, rideshare matching and transportation demand management services, as well as taxi, special needs transportation services and other alternatives.

Public transportation should be provided in small cities and towns in a manner appropriate for their size, density and locally identified needs. At a minimum, public transportation should serve the transportation disadvantaged with rideshare, volunteer programs, taxis, or minibus services. Rideshare matching and transportation demand management services should be available in communities of 10,000 and may be available in communities of 5,000 where there are large employers with a base of at least 500 employees who are not covered by a regional program. General public transportation with fixed route or other service may be available, and all places of 10,000 people or more should have demand response service.

- *Policy 2B, Intercity Bus and Rail Systems*

The intercity bus and rail system should operate to provide a well-coordinated, unified network which enables Oregonians and visitors to access services and activities as identified in the minimum levels of service section. The passenger rail system should provide service through Oregon's main regional and interstate corridors. The passenger bus element should complement rail service by augmenting train schedules, providing feeder service, and serving the bulk of intercity travel needs to communities outside of rail corridors.

Goal 3: The Management and Financing of the Public Transportation System

The public transportation system should be planned, operated, managed and financed cooperatively by the public and private organizations representing statewide, regional and local interests.

- *Policy 3A, State Role*
The state's role in developing, planning and financing the public transportation system should include development of a framework for decision making and coordination among transportation agencies, providing leadership over statewide issues and concerns, building consensus among different regions and transportation organizations, assisting with funding and providing technical assistance. The state, in partnership with others should develop and maintain intercity bus and rail service contingent on the availability of adequate funding.
- *Policy 3B, State Financing*
State financial support for public transportation should be reliable, flexible, and stable, based on level of service factors, linked to state objectives and financial resources. The state, in partnership with others, should continue to seek development of new financing mechanisms that contribute to the overall financial adequacy of the public transportation system to meet these objectives.
- *Policy 3C, Public Transportation Facilities and Equipment Management System (PTMS)*
ODOT, in cooperation with affected local and regional governments, will develop and maintain a PTMS. The PTMS will supply data and other information to help guide public transportation planning, decision making, and financing.
- *Policy 3D, Projects Serving Statewide Functions*
The state should participate with local governments and other organizations to develop the public transportation system. The level of ODOT's support should be greater for projects serving a state level or statewide public transportation function or need.

City of Tangent Transportation System Plan Goals and policies

Goals

- Goal #1:** To provide and encourage a safe, convenient, and economical transportation system within the City
- Goal #2:** To protect the ability of Highway 34 and 99E to move regional traffic through Tangent in a safe manner.
- Goal #3:** To lessen the adverse effects of the rapid and frequent movement of trains through the City.
- Goal #4:** To encourage the use of alternatives to the private automobile.

Policies

- Policy #1:** The City will establish street and sidewalk standards with respect to: Right-of-way. Paved width. Surface cover and composition. Base composition and compaction. Curbs and gutters. Street function. Cul-de-sac length and radius. Curb cuts for driveways. Sidewalks and bikeway standards. Wheelchair ramps. Maximum curve. Speed limits.
- Policy #2:** The City will participate in any decision to locate or modify transportation facilities within the City limits and the Urban Growth Boundary.
- Policy #3:** The City will participate in all decisions involving transportation facilities which affect the City. To this end, and in order to enhance safety and a sense of community in the Highway 99E corridor, the City shall investigate the potential for a "Special Transportation Area (STA)" designation for Tangent's Highway 99E corridor.
- Policy #4:** A workable drainage plan shall be approved by the City prior to any street, parking lot or pedestrian/bikeway.
- Policy #5:** New and resurfaced roadways and parking areas will not cause or augment ponding or increase damage due to flooding.
- Policy #6:** The City of Tangent shall require all streets and pedestrian ways in new subdivisions, major partitions, mobile home parks, mobile home subdivisions, industrial parks and commercial centers to be the financial responsibility of principals behind the proposed use and designed to City standards. All street development shall be completed or bonded for completion prior to construction of the first structure of the proposed development.
- Policy #7:** The Planning Commission shall review development proposals for proper street lighting and shall explore methods of lighting existing areas of Tangent, with lights that use low energy, provide proper lighting levels, and are not a nuisance to surrounding neighbors.
- Policy #8:** The City of Tangent shall cooperate with the State Department of Transportation and the Linn County Road Department in the identification and removal of hazards, and to regulate traffic at intersections, with special regard to the intersection of Highway 34 and 99E. The City shall cooperate with appropriate agencies to limit access points to Highways 34 and 99E.
- Policy #9:** The City shall set standards by which it will accept responsibility for streets and roads, and will encourage the County to meet those standards on existing County roads within the City and Urban Growth Boundary.
- Policy #10:** A street plan for the entire City, which shows the conceptual location of collector roads, bike routes, pedestrian walkways, railroad-crossing safeguards, overpasses and all public transportation facilities shall be developed. Developers will be required to generally conform to the plan when building in the City, except that these conceptual locations may be subject to adjustment in conjunction with specific development proposals, subject to approval by the City of Tangent.
- Policy #11:** The City shall establish setback requirements from the right-of-way line of Highway 34 and 99E to reduce the effects of noise, pollution, vibration and

accidents to properties adjacent to these arterials and to reduce the negative effects of access from the property onto the arterials.

Policy #12: 1. Prior to each review of the Comprehensive Plan, the Planning Commission will identify traffic problem areas, review and suggest strategies for their solution, and recommend these strategies be included in the Comprehensive Plan. 2. The City has determined that the intersection of Highways 34 and 99E is a traffic problem area, and will pursue remedies of these problems with Linn County and Oregon Department of Transportation officials.

Policy #13: Roadways, pedestrian and bicycle ways will be designated at all times to maximize safety and to provide a linkage between systems (i.e., schools, parks, neighborhoods, commercial and industrial areas).

Policy #14: The City of Tangent shall consider a flexible interpretation or enforcement of adopted street standards when a strict interpretation or enforcement of street standards would jeopardize or remove an existing structure, a historic structure, site or object, a community landmark, or when the unique physical characteristics of the land will not permit a strict interpretation or enforcement of street standards without greatly increasing the cost of the project. A flexible interpretation or enforcement of street standards shall not reduce the function of a street. If, through a flexible interpretation or enforcement of standards, a street function would be reduced, then the City shall: 1. Consider the cost of moving the structure, site, object or landmark at the road builders' expense. 2. Reconsider the function of the street and if possible, reestablish the street function, but only if the street function can be re-established without transferring the problem to another part of the City. 3. Apply flexibility to a specific street through modification of on-street parking areas.

Policy #15: Unless specifically waived by both the City of Tangent and the State Highway Division of ODOT, all new commercial or industrial uses, multi-family residential uses, subdivisions, and manufactured home parks, including expansion of existing uses, which will utilize Highway 34 or 99E as access shall submit to the City a transportation plan which shows:

1. Location of access points.
2. Estimates of the amount of traffic which will utilize the above access points.
3. Effect on traffic movement of both vehicles and pedestrians that the proposed development will have on Highway 34 and 99E.
4. The identification of all improvements that will be required to maintain adequate traffic flow.
5. Permit approval by the Oregon State Highway Division. Access proposals will be evaluated by the State Highway Division, and must be consistent with the 1999 Oregon Highway Plan and *OAR* Chapter 734-05

Policy #16: Land uses adjacent to Highway 34 and 99E shall not reduce the ability of Highway 34 or 99E to carry through traffic.

- Policy #17:** The negative impact of strip development paralleling Highway 34 and 99E will be minimized through access controls, land use review procedures, and zoning.
- Policy #18:** Subdivisions will provide roadways according to the City street plan.
- Policy #19:** The City supports efforts to provide direct access to Highways 34 and 99E only where adequate access to another street or driveway is not feasible. Frontage roads and access collection points shall be implemented wherever feasible. Access management strategies, consistent with the Oregon Highway Plan, shall be incorporated into the design of new or expanded development. During the development review, the City will recommend locating curb cuts on side property lines (at highway right-of-way) to allow for shared access between businesses. Access easements between adjacent property owners for access to the highway shall be encouraged.
- Policy #20:** Subdivision and partitioning of land abutting Highways 34 and 99E will be reviewed, conditioned and designed, to assure access control and to identify and coordinate access points.
- Policy #21:** Consistent with the Oregon Highway Plan and Oregon Administrative Rules Chapter 734, Division 51, access control techniques will be used to coordinate traffic and land use patterns, and to help minimize the negative impacts of growth. Citywide and Statewide needs will supersede site-specific needs.
- Policy #22:** Industrial and commercial access to Highways 34 and 99E will be minimized. Development shall be encouraged to utilize common access points.
- Policy #23:** The City of Tangent and the Southern Pacific Transportation Company shall cooperate in the siting and issuing of railroad siding permits.
- Policy #24:** The City of Tangent shall coordinate with the State Public Utility Commission in all City street improvements, extensions and closures involving or abutting the Southern Pacific Railroad.
- Policy #25:** The City shall cooperate with the Southern Pacific Transportation Company to minimize safety hazards at railroad crossings.
- Policy #26:** Industrially zoned land will have railroad access, wherever possible.
- Policy #27:** The City of Tangent shall support the Linn County Senior Bus Service, the Linn-Benton Loop, and any other public or private bus system as both a form of public transportation and an alternative mode of transportation.
- Policy #28:** The bus systems shall be encouraged to stop at the Tangent post office and Community Center and, north of Highway 34 at or near the existing Lumberman's store. Bus stops should be convenient to citizens of Tangent and the bus systems.
- Policy #29:** The City of Tangent shall explore methods of supporting the public bus services as public transportation alternatives.
- Policy #30:** The City shall encourage greater use of the public transportation systems, and shall work with regional transportation officials in the siting of bus stops in Tangent.
- Policy #31:** The City shall identify areas within Tangent that can be used as commuter transfer points and public transportation stops.

- Policy #32:** The City of Tangent shall identify a commuter transfer point that is: 1. Usable as an off street parking lot. 2. Convenient to the citizens of Tangent. 3. Useable as bus stops by all transit systems. 4. Useable as collecting points for car and van pools.
- Policy #33:** The City of Tangent shall participate on any committee established to review and develop a regional transportation system.
- Policy #34:** The City of Tangent shall actively pursue improved alternative transportation systems to surrounding cities where major educational, employment, commercial and residential centers are located.
- Policy #35:** The Planning Commission of the City of Tangent shall consider pedestrian and bikeways when reviewing all development proposals and street improvements.
- Policy #36:** The City of Tangent shall combine efforts with local citizens, Greater Albany Public Schools (GAPS), the Linn County Road Department, and the State of Oregon Department of Transportation to identify and eliminate hazards and barriers to pedestrians and non-motorized traffic.
- Policy #37:** The City of Tangent shall encourage greater use of bicycles by developing, designating and posting bikeways throughout the City and coordinating with local business establishments to provide bicycle parking.
- Policy #38:** The City shall formulate a bicycle and pedestrian way plan, and incorporate its recommendations into the City Ordinances and Resolutions. The plan shall cover the City and Urban Growth Boundary.
- Policy #39:** Bike and pedestrian ways shall be developed to both Tangent Elementary and McFarland School, and tied into the existing bikeway along Looney Lane to Linn-Benton Community College.
- Policy #40:** Safe bike and pedestrian ways which are separated from the roadway, shall be encouraged along Highways 34 and 99E.
- Policy #41:** All new development located in areas with proposed bike/pedestrian ways as identified on the official bike/pedestrian plan map to be developed under Policy 43, shall be responsible for the development of the bike/pedestrian way through their property.

E: Existing Transportation Conditions



MEMORANDUM #4

DATE: August 10, 2015

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

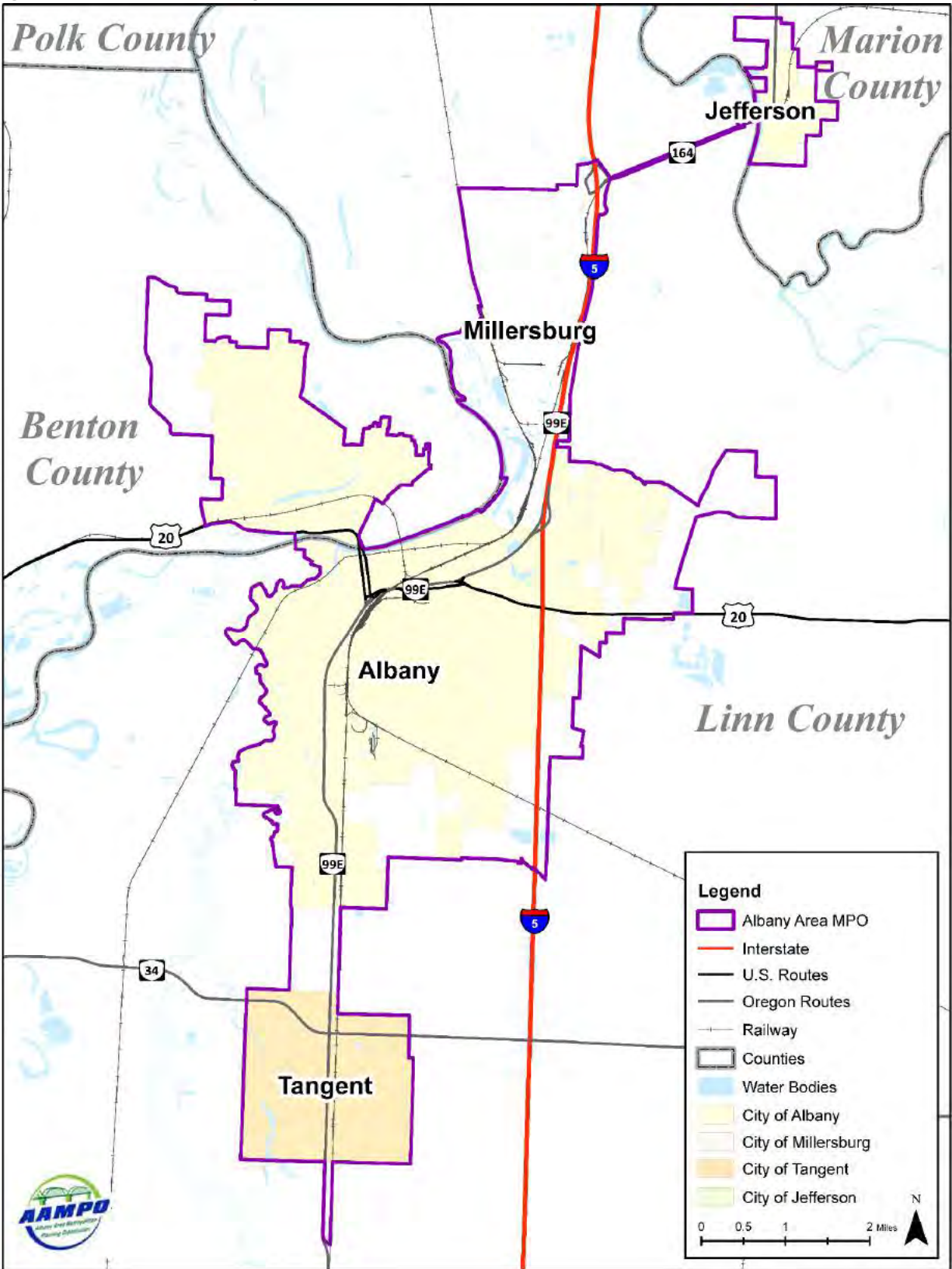
FROM: Chris Maciejewski, PE, PTOE – DKS Associates
Garth Appanaitis, PE – DKS Associates
Aaron Berger, EIT – DKS Associates
Jasmine Pahukula, EIT – DKS Associates

**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
Technical Memorandum #4: Existing Conditions**

P14180-004

This document summarizes existing transportation operations and infrastructure within the Albany Area Metropolitan Planning Organization (AAMPO) area, refer to Figure 1. To identify the current transportation needs the existing transportation conditions were reviewed. The transportation facilities reviewed include street, pedestrian and bicycle networks along with freight, pipeline, air and marine services. The problems and deficiencies for each mode of travel were identified and will be used to help determine both short-term and long-term actions.

Figure 1: AAMPO Area Map



Street Network

This section summarizes the existing street network and documents motor vehicle travel characteristics within the AAMPO area. To assess the current roadway network and help pinpoint deficiencies roadway characteristics, traffic operations, traffic safety and freight routes are addressed.

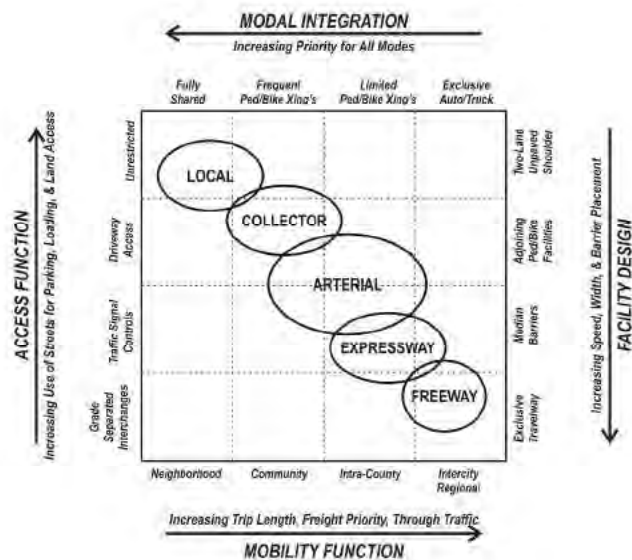
Functional Classification

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

The diagram shows that as street classes progress from local to freeway the following occurs:

Mobility Increases – Longer trips between destinations, greater proportion of freight traffic movement, and a higher proportion of through traffic.

Integration of Pedestrian and Bicycle Decreases – Provisions for sidewalks and bike facilities are typically required up through the arterial class, however, the frequency of intersection or mid-block crossings for non-motorized vehicles steadily decreases with higher functional classes. The expressway and freeway facilities typically do not allow pedestrian and bike facilities adjacent to the roadway and crossings are grade-separated to enhance mobility and safety.



Access Decreases – The shared uses for parking, loading, and direct land access is reduced. This occurs through parking regulation, access control and spacing standards (see opposite axis).

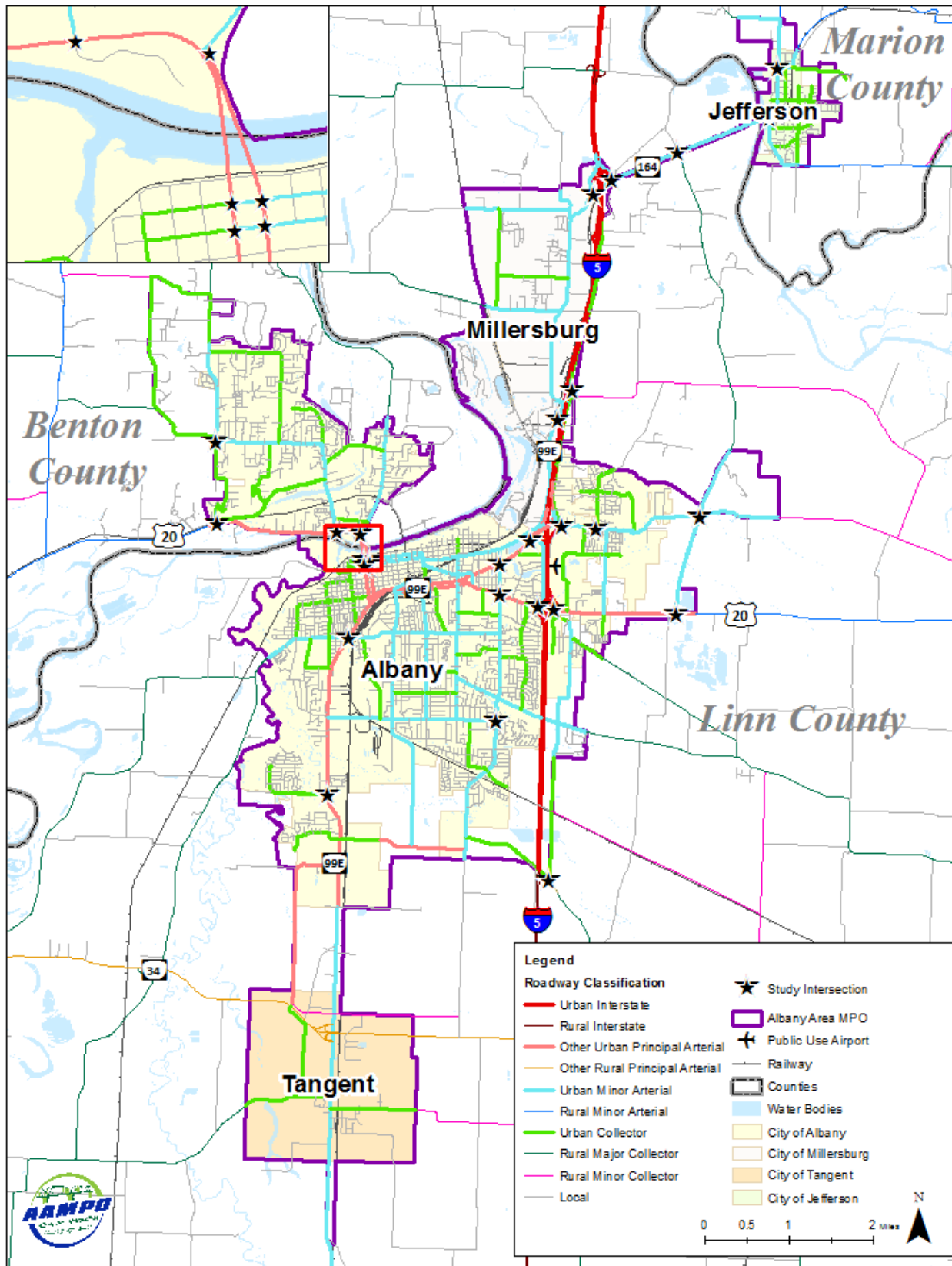
Facility Design Standards Increase – Roadway design standards require increasingly wider, faster facilities leading to exclusive travel ways for autos and trucks only. The opposite end of the scale is the most basic two-lane roadway with unpaved shoulders.

There are six roadway classifications within the AAMPO area including freeway, principal arterial, minor arterial, major collector, minor collector, and local roadways. These classifications can be further divided by land use, rural and urban, as shown in Figure 2. The classification system facilitates the design and management of the roadway. It allows for safe and efficient travel based on the desired objectives, as described above.

There is one freeway and four primary arterials that provide connection throughout the AAMPO area. I-5 and OR 99E travel north/south while OR 34, US 20 and OR 164 travel east/west throughout the study area and are designed to carry large vehicle volumes. Minor arterials and collectors are responsible for the connection between regional destinations and these major corridors providing access and circulation.

Roadway ownership and maintenance responsibilities of the various roadways in the study area are carried out by the respective local and county agencies while state routes are under ODOT jurisdiction.

Figure 2: AAMPO Roadway Functional Classification



Roadway Characteristics

Characteristics of regional roadways were collected and shown in Figure 3 and Figure 4. Data collected includes posted speed limit, traffic control, number of lanes for each roadway segment and bridge locations and conditions. Each of these characteristics play a role in defining roadway capacity and operations throughout the roadway network in the AAMPO area.

Figure 3 illustrates posted speed limits on regional corridors within the AAMPO area. The data was collect through field and aerial reviews (e.g., online mapping). Principal arterial roadways such as OR 34 have posted speed limits of 55 miles per hour (mph). OR 99E also has a posted speed of 55 mph on the outskirts of Albany and Tangent; within downtown Albany it slows to 35 mph. Majority of the regional corridors, minor arterial and collector roadways, feature speed limits ranging between 25-45 mph. The roadways along the outer edge of the AAMPO boundary have speeds greater than 40 mph while roadways traveling through downtown Albany such as Ellsworth Street and Lyons Street (or US 20) have lower posted speed limits at 25 mph.

Figure 4 presents the existing number of lanes on regional corridors and existing bridge locations within the AAMPO area. The majority of the regional corridors consist of 2-3 travel lanes. Portions of OR 99E and OR 34 maintain a cross section of five travel lanes. US 20 has a unique structure as it travels through the AAMPO area. As US 20 crosses the Willamette River traveling south to downtown Albany it splits into 2 one-way corridors, Ellsworth Street and Lyons Street until the two streets meet Highway 99E and form a railroad overpass. After the railroad overpass US 20 splits again into 2 one-way corridors, Pacific Boulevard and 9th Avenue, traveling eastward to Geary Street. Just after Geary Street, US 20 is a four lane corridor (two lanes in each direction) traveling east throughout the rest of the AAMPO area.

There are 135 bridges, both roadway and railroad, identified in the National Bridge Inventory (2014) within the AAMPO area. Bridge attributes and conditions such as width, number of spans, design load and structural deficiency are summarized in the Appendix. It should be noted that the classification ‘structurally deficient’ does not imply that it is unsafe, but typically that the bridge needs maintenance and repair and are often posted with weight restrictions. A functionally obsolete classification indicates that the bridge was built to standards that do not meet minimum federal clearance requirements for a new bridge. Again, this does not automatically mean the bridge is unsafe, but the term is also used as a priority status for federal bridge replacement and rehabilitation funding.

Figure 3: AAMPO Study Intersection and Posted Speed Limits

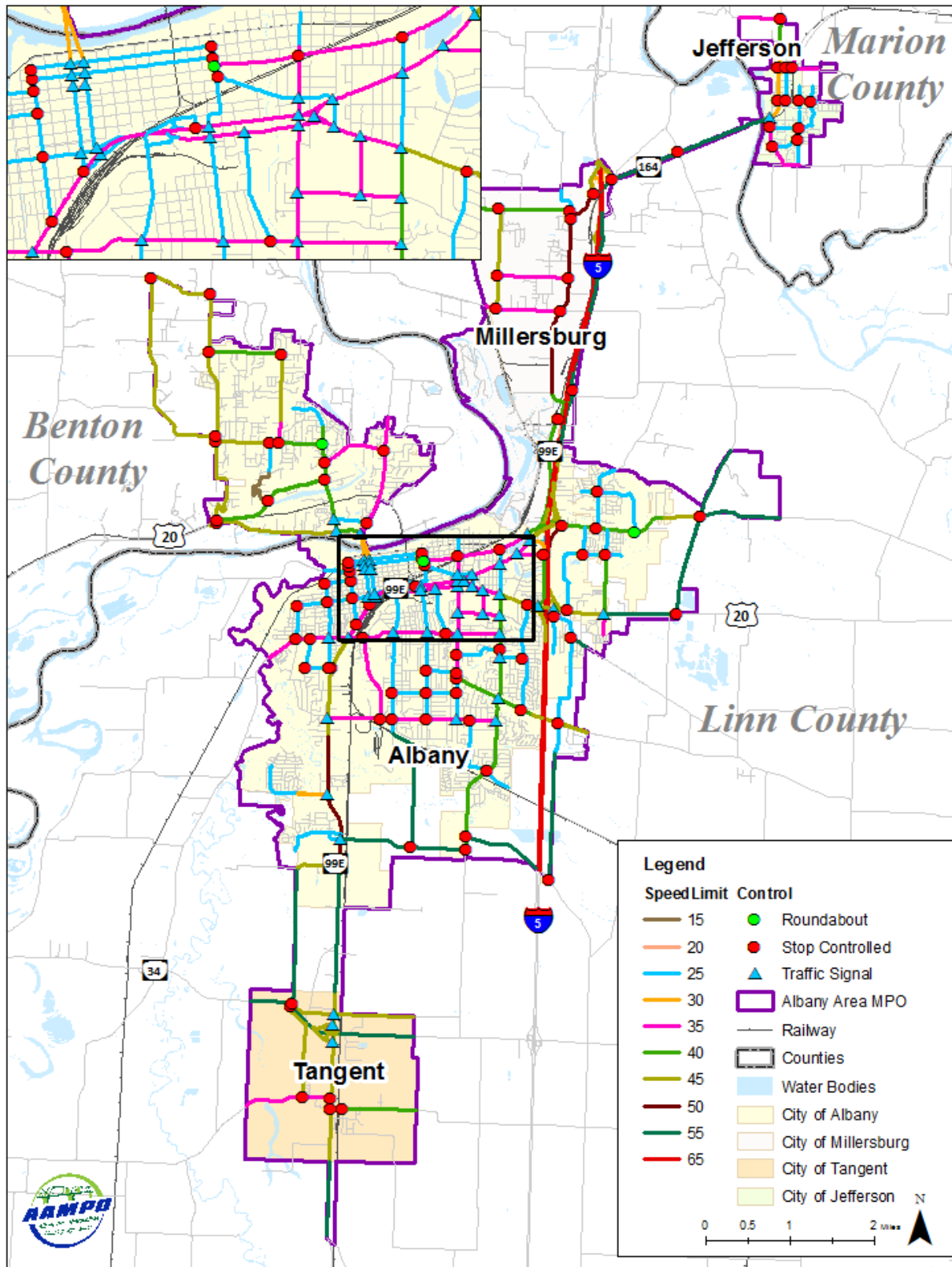
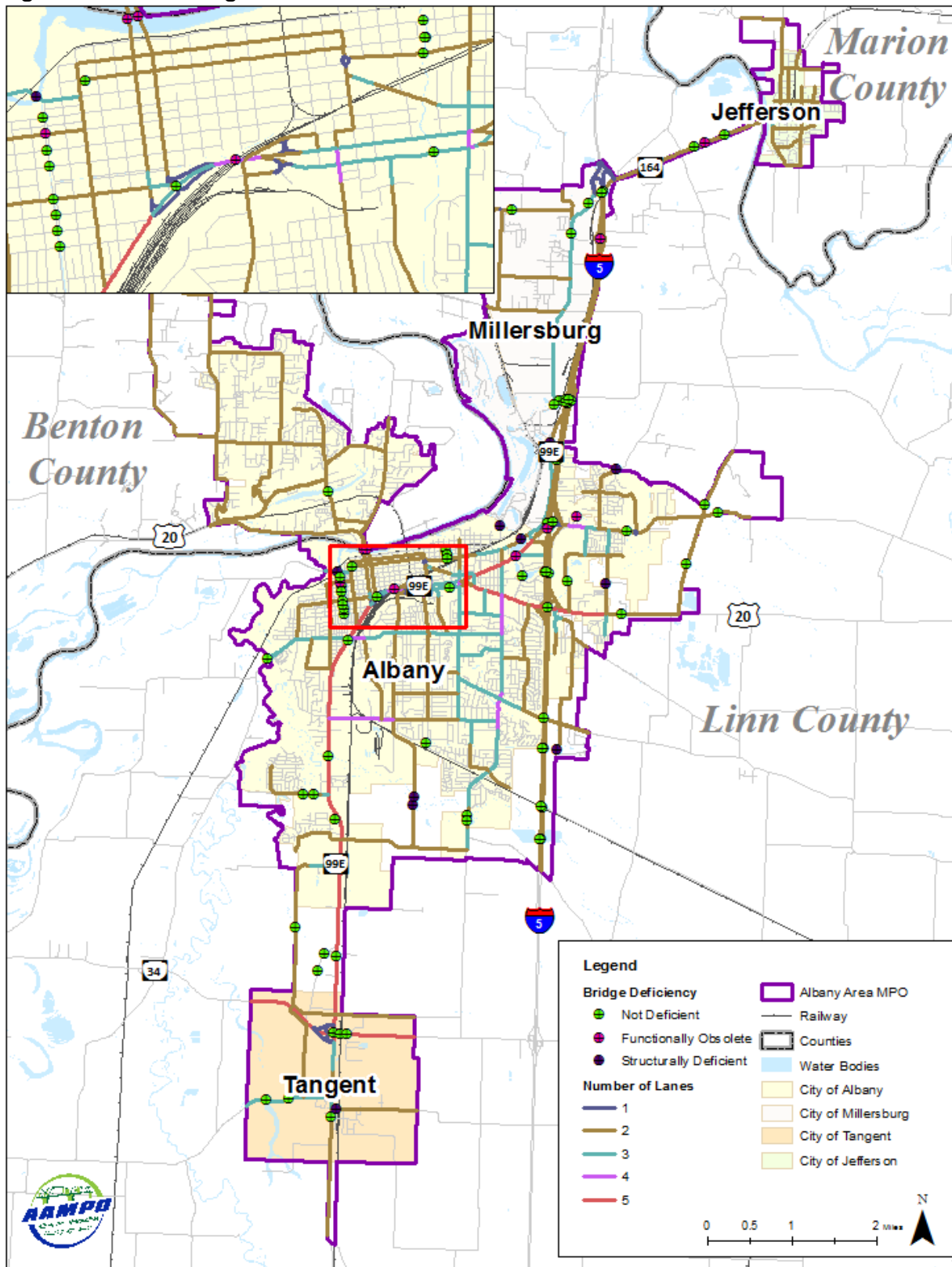


Figure 4: AAMPO Bridge Conditions and Number of Lanes



Traffic Operations Performance Standards

All study intersections should operate at or below the operating standards established by the jurisdiction which owns the roadway. Highways under ODOT jurisdiction and must comply with the volume to capacity (v/c) targets in the 1999 Oregon Highway Plan (OHP). The OHP specifies a v/c target based on functional classification and posted speed. There are five highways under ODOT jurisdiction: I-5, OR 34, OR 99E, US 20 and OR 164, within the AAMPO area. OHP Mobility Targets for regional highways, which includes OR 99E, US 20 and OR 164, require a v/c ratio of 0.95¹, shown in Table 1. A section of US 20, along Ellsworth and Lyons Street between 1st Avenue and 2nd Avenue, in downtown Albany is designated as a Special Transportation Area (STA) which requires a v/c ratio of 1.0. I-5 and OR 34 are designated state freight routes which requires a v/c of 0.85. Two-way stop controlled intersections with local roads and interchanges require a v/c ratio of 0.95 and 0.85, respectively.

Table 1: Highway Mobility Targets within the AAMPO Area¹

Highway	OHP Highway Category	Mobility Target (v/c)
Interstate 5	Interstate Highway	0.85
Oregon 34	Freight Route on a Statewide Highway	0.85
Oregon 99E	Regional Highway	0.95
US 20	Regional Highway	0.95
US 20	Regional Highway (STA*)	1.0
Oregon 164	Regional Highway	0.95
Interchanges	-	0.85
*Special Transportation Area		

All non-state roadways within the study area are under the jurisdiction of the local or county agency. The City of Albany requires a Level of Service (LOS) D or better to be maintained for all signalized or all-way stop intersections. For uncontrolled and two-way stop controlled intersections the volume-to-capacity ratio should not exceed 0.85, for the worst movement.² The City of Millersburg has a LOS D standard. Linn County and Marion County consider LOS D or better to be acceptable for county owned roadways. City of Jefferson, City of Tangent and Benton County operating standards were developed in accordance with the OHP mobility targets.

Traffic Operations

Intersection operations were analyzed based on the 2000 Highway Capacity Manual³ for signalized intersections and 2010 Highway Capacity Manual⁴ for unsignalized intersections. Level of service and v/c ratios are two commonly used performance measures that provide a

¹ Table 6, *Oregon Highway Plan*, December 2011.

² Email from Ron Irish, City of Albany, August 7, 2015.

³ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

⁴ *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

gauge of intersection operations. Level of service is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

A v/c ratio is decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Intersection turn movement counts for 15 study intersections were conducted during the p.m. peak period in May 2015. In addition, traffic operations results for 13 study intersections analyzed in the City of Albany Transportation System Plan⁵ were included to complete the regional analysis. The study intersections by control type are shown in Figure 3.

The intersection turn movement counts collected were adjusted to account for seasonal variations in travel. The methodology from the ODOT Analysis Procedures Manual was applied to determine an appropriate seasonal factor. Data examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round were used to estimate a seasonal factor. As detailed in the Appendix, a seasonal factor is estimated for each intersection based on roadway characteristics and ranges between 0.95 and 1.15. The adjusted volumes were used in the traffic operations analysis. Table 2 summarizes the existing weekday p.m. peak hour and 30HV peak seasonal intersection operational levels at the study intersections.

Of the 28 study intersections, there are two unsignalized intersections, Century Drive&I-5 NB Off Ramp/Knox Butte Road and Scenic Drive/Albany-Corvallis Highway (US 20), that do not meet OHP mobility targets which both fall under ODOT jurisdiction. The southbound left-turn approach at the intersection of Century Drive&I-5 NB Off Ramp/Knox Butte Road has a v/c ratio greater than 1.0 for both the average weekday and 30th highest hour volume. The southbound left-turn approach at the intersection of Scenic Drive/US 20 has a v/c ratio greater than 1.0 for the 30th highest hour volume.

⁵ *Albany Transportation System Plan*, Kittelson & Associates, Inc., February 2010. Traffic volumes collected in May and June of 2004.

Table 2: Existing Weekday PM Peak Hour and 30HV Peak Seasonal Intersection Operations Summary

Intersection	Average Weekday		30HV		Jurisdiction	Mobility Target
	Level of Service	Volume/ Capacity (major/minor approach)	Level of Service	Volume/ Capacity (major/minor approach)		
Unsignalized Intersections						
Jefferson Hwy (OR 164)/North Avenue	C	0.03 /0.38	C	0.03 / 0.42	ODOT	0.95
Jefferson Hwy (OR 164)/Scravel Hill Road	C	0.06 / 0.22	C	0.07 / 0.24	ODOT	0.95
Jefferson Hwy (OR 164)/I-5 NB Ramps	D	0.05 / 0.68	E	0.06 / 0.77	ODOT	0.85
Jefferson Hwy (OR 164)/I-5 SB Ramps	A	0.01 / 0.09	A	0.01 / 0.10	ODOT	0.85
Century Drive/I-5 NB Ramps	A	0.03 / 0.12	A	0.04 / 0.14	ODOT	0.85
Old Salem Road/I-5 SB Ramps	C	0.11 / 0.16	C	0.12 / 0.19	ODOT	0.85
Knox Butte Road/Century Drive&I-5 NB Off Ramp	F	0.19 / >1.0 ^B	F	0.19 / >1.0 ^B	ODOT	0.85
Knox Butte Road/Clover Ridge Road	E	0.22 / 0.27	E	0.23 / 0.32	Albany	0.85
Knox Butte Road/Scravel Hill Road	B	0.03 / 0.14	B	0.03 / 0.15	Linn County	D
Santiam Highway (US 20)/Scravel Hill Road	B	0.07 / 0.11	B	0.09 / 0.15	ODOT	0.95
Seven Mile Lane/Three Lakes Road	B	0.02 / 0.08	B	0.02 / 0.09	Linn County	D
Albany-Corvallis Highway (US 20)/Scenic Drive	F	0.16 / 0.90	F	0.21 / >1.0 ^D	ODOT	0.95
Scenic Drive/Gibson Hill Road	B	0.13 / 0.05	B	0.14 / 0.05	Albany	0.85
Signalized Intersections						
Jefferson Hwy (OR 164)/Main Street	B	0.54	C	0.57	ODOT	0.95
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	C	0.75	C	0.81	ODOT	0.95
Pacific Highway (OR 99E)/53rd Avenue ^C	-	-	B	0.36	ODOT	0.95
Waverly Drive/34th Avenue ^C	-	-	B	0.44	Albany	D
I-5 NB Ramps/Santiam Highway (US 20) ^C	-	-	A	0.64	ODOT	0.85
Airport Road/Santiam Highway (US 20) ^C	-	-	D	0.7	ODOT	0.95
Waverly Drive/Santiam Highway (US 20) ^C	-	-	C	0.87	ODOT	0.95
Queen Avenue/ Pacific Highway (OR 99E) ^C	-	-	D	0.82	ODOT	0.95

Intersection	Average Weekday		30HV		Jurisdiction	Mobility Target
	Level of Service	Volume/ Capacity (major/minor approach)	Level of Service	Volume/ Capacity (major/minor approach)		
Waverly Drive/ Pacific Highway (OR 99E) ^C	-	-	C	0.83	ODOT	0.95
Ellsworth Street (US 20)/1st Avenue ^C	-	-	B	0.66	ODOT	1.0
Ellsworth Street (US 20)/2nd Avenue ^C	-	-	B	0.73	ODOT	1.0
Lyons Street (US 20)/1st Avenue ^C	-	-	C	0.92	ODOT	1.0
Lyons Street (US 20)/2nd Avenue ^C	-	-	C	0.79	ODOT	1.0
Springhill Drive/ Albany-Corvallis Highway (US 20) ^C	-	-	B	0.72	ODOT	0.95
North Albany Road/ Albany-Corvallis Highway (US 20) ^C	-	-	C	0.71	ODOT	0.95

Notes: Bolded Red and Shaded indicates a v/c ratio greater than the standard.

^A Volume-to-capacity ratio for unsignalized intersections reported for the worst stop controlled movement for the major and minor approach.

^B The westbound and eastbound vehicle platooning caused by the Knox Butte Road/Timber Street and OR 99E/Airport Road signals was not captured by the HCM analysis. During field observations vehicles had sufficient gaps to complete a southbound left turn during the peak hour.

^C Albany TSP reported conditions. Average weekday operations not available.

^D Additional observations are needed to calibrate the unique driver characteristics at this location and the actual critical gap parameter in Synchro to reflect a v/c < 1.0 for this location. (Default parameters were used for this analysis)

Traffic Safety

Crash data for the most recent five years available (2009-2013) on all roadways within the AAMPO area were obtained from ODOT. There were 3,022 reported vehicle crashes within the AAMPO area during the five-year span shown in Figure 5, yielding an average of over 605 crashes per year. Of the 3,022 vehicle crashes, there were 18 fatalities, 61 incapacitating injuries, 423 non-incapacitating injuries, 961 possible injuries and 1559 property-damage-only crashes. An incapacitating injury prevents the injured person from executing activities the person was capable of prior to the crash (e.g. walking, driving) while a non-incapacitating injury has visible evidence of an injury without any impact on executing activities (e.g. bruise, minor bleeding). Possible injuries are characterized by a complaint of pain but no visible evidence. The fatal and incapacitating injuries are highlighted in Figure 6. Refer to the Appendix for additional vehicle crash details.

In addition, crashes reported by the Albany Police Department between January 1, 2014 and August 13, 2015 were collected. During this time, there were a total of 778 crashes. Broken

down by severity there were two fatalities, 193 non-fatal injury crashes and 583 property-damage-only crashes. The fatalities and non-fatal injury crashes are identified in Figure 7. Both fatal crashes occurred in Albany, Oregon. One fatal crash occurred at the intersection of OR 99E/Belmont Avenue and the other fatal crashes occurred at the intersection of US 20/Clay Street. US 20/Clay Street is identified by the ODOT All Roads Transportation Safety Program, described below, as a crash hot-spot. There are several driveways (i.e. conflict points) near this location to provide access to Heritage Plaza Shopping Center.

The individual crash types at study intersections were examined to see if any patterns would emerge. Table 3 breaks down the crash types and severities experienced at the study intersections, with amounts of each shown.

Crash rates at study intersections were calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to evaluate the intersection. This crash rate (referred to as the observed crash rate) is compared to the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a 95th percentile confidence level⁶. The basis of comparison for similar facilities is based on the intersection control type, signalized or two-way stop controlled. Intersections with an observed crash rate greater than the critical crash rate warrant further review. The crash rates calculated (based on five years of crash data) for the study intersections are shown in Table 3. The crash rate calculations are provided in the Appendix. Four study intersections, highlighted in Table 3 and described below, were found to have crash rates higher than their critical crash rate.

Table 3: Albany Area MPO Crash Rates at the Study Intersection (2009-2013)

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Jefferson Hwy (OR 164)/North Avenue	4	0	1	1	2	4	0	6	0.64	0.39
Jefferson Hwy (OR 164)/Main Street	6	1	6	1	3	11	0	14	0.76	0.66
Jefferson Hwy (OR 164)/Scravel Hill Road	1	3	2	2	5	3	0	8	0.63	0.48
Jefferson Hwy (OR 164)/I-5 NB Ramps	2	0	4	1	2	5	0	7	0.65	0.47

⁶Analysis Procedures Manual Version 2, Oregon Department of Transportation, June 2015.

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Jefferson Hwy (OR 164)/I-5 SB Ramps	1	0	2	3	3	3	0	6	0.71	0.58
Century Drive/I-5 NB Ramps	0	0	2	3	3	2	0	5	0.90	1.00
Old Salem Road/I-5 SB Ramps	1	0	1	5	5	2	0	7	0.65	0.47
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	16	2	12	8	22	16	0	38	0.64	0.61
Century Drive&I-5 NB Off Ramp/Knox Butte Road	3	3	4	2	5	7	0	12	0.55	0.37
Clover Ridge Road/Knox Butte Road	0	0	0	0	0	0	0	0	0.59	0.00
Scravel Hill Road/Knox Butte Road	1	6	1	1	1	8	0	9	0.74	0.99
Scravel Hill Road/Santiam Highway (US 20)	3	1	0	4	4	4	0	8	0.61	0.42
Fescue Street/Santiam Highway (US 20)	18	0	5	2	15	10	0	25	0.66	0.48
Airport Road/Santiam Highway (US 20)	16	4	5	0	11	14	0	25	0.65	0.43
Waverly Drive/Santiam Highway (US 20)	36	5	15	5	31	29	1	61	0.64	0.96
Waverly Drive/Pacific Highway (OR 99E)	23	5	3	3	16	18	0	34	0.65	0.61
Queen Avenue/Pacific Highway (OR 99E)	33	4	8	1	25	21	0	46	0.64	0.70
Waverly Drive/34th Avenue	7	0	4	0	6	5	0	11	0.71	0.35
Pacific Highway (OR 99E)/53rd Avenue	3	0	1	1	3	2	0	5	0.69	0.13

Study Intersection	Crash Type				Crash Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)
	Rear	Angle	Turn	Other	PDO	Injury	Fatal			
Three Lakes Road/Seven Mile Lane	1	0	0	1	1	1	0	2	0.83	0.32
Ellsworth Street (US 20)/1st Avenue	11	1	3	2	9	8	0	17	0.69	0.47
Ellsworth Street (US 20)/2nd Avenue	2	3	1	2	4	4	0	8	0.68	0.20
Lyons Street (US 20)/1st Avenue	5	12	1	3	15	6	0	21	0.68	0.53
Lyons Street (US 20)/2nd Avenue	7	7	1	3	9	9	0	18	0.69	0.47
Springhill Drive/Albany-Corvallis Highway (US 20)	14	0	1	3	8	10	0	18	0.63	0.26
North Albany Road/ Albany-Corvallis Highway (US 20)	11	0	1	0	5	7	0	12	0.66	0.24
Scenic Drive/Albany-Corvallis Highway (US 20)	0	0	3	2	2	3	0	5	0.53	0.13
Scenic Drive/Gibson Hill Road	0	0	1	1	1	1	0	2	0.73	0.21

Notes: **Bolded Red and Shaded** indicates a high crash rate compared to other similar intersections in the AAMPO area.
^A Critical crash rate calculated based on 95% confidence level.
^BMEV = Million entering vehicle

The following intersections have crash rates higher than their critical crash rate:

Century Drive/I-5 NB Ramps

This intersection experienced a crash rate higher than similar facilities within the AAMPO area. The posted speed limit along I-5 near this interchange is 65 mph while the advisory off-ramp speed is 25 mph. The off-ramp is relatively short and consists of a sharp horizontal curve. Century Drive also has a high posted speed limit, 55 mph.

Scravel Hill Road/Knox Butte Road

The crash rate estimated at the intersection of Scravel Hill Road/Knox Butte Road is higher than similar facilities. A majority of the crashes at this intersection were angled crashes (e.g. a vehicle traveling north to south colliding with a bicycle traveling east to west on the intersecting street) resulting in an injury. The posted speed limit along Knox Butte Road is 45 mph, while the posted speed limit on Scravel Hill Road, stop-controlled, is 55 mph. The north leg consists of a vertical and horizontal curve that may limit sight distance. The east leg of the intersection is slightly skewed.

Waverly Drive/Santiam Highway (US 20)

This intersection has a higher than average crash rate for a signalized intersection. There were a total of 75 crashes at this intersection. These crashes consisted mainly of rear-end crashes or involved a turning movement. This intersection was also identified as an ODOT ARTS crash hot-spot, described below. There are a considerable number of access points near the intersection and limited lighting (only one luminaire). There was one fatality recorded at the intersection, which involved a pedestrian at night.

Queen Avenue/ Pacific Highway (OR 99E)

The intersection of Queen Avenue/OR 99E experienced a higher crash rate than similar facilities within the AAMPO area and was also identified as a crash hot-spot, described below. The majority of the 55 crashes that occurred at this intersection resulted in a rear-end crash. This intersection is skewed with vehicles traveling at high speeds (55 mph) along OR 99E.

The crash rates were also compared to ODOT's State Highway Crash Rate Tables (2013)⁷. There are no segments within the AAMPO area experiencing crash rates greater than the statewide average for similar facilities.

Hot-spot crash locations involving fatal and serious injury crashes were identified by ODOT All Roads Transportation Safety (ARTS) Program. The program uses a data-driven process that helps to prioritize safety projects for all public roadways. There were 10 hot spot locations identified within the AAMPO area shown in Figure 5. To identify potential low cost systemic safety measures the crash trends for the 10 hot spots were evaluated. The key issues identified by the ODOT ARTS Program for each hot spot is presented in Table 4 along with the number of fatal or serious injury crashes and total crashes. Additional information for each identified hot spot is provided in the Appendix.

⁷ 2013 State Highway Crash Rate Tables, Oregon Department of Transportation, October 2014.

Table 4: Albany Area MPO Hot-Spot Crash Location Summary

Location Description	Location ID	F&A* Injury	Total Crashes	Issues ¹
Waverly Drive/Santiam Highway (US 20)	8	3	75	1. Only one existing luminaire at the intersection. (There was a fatal pedestrian crash at night) 2. There are a considerable number of access points near the intersection. 3. One-third of the crashes involved pedestrians.
Geary Street/Pacific Highway (OR 99E)	36	2	77	1. Need to upgrade traffic signal.
Geary Street/Santiam Highway (US 20)	46	2	50	1. Connection to I-5, OR 99E and US 20
Clay Street/Santiam Highway (US 20)	67	2	37	1. There are a considerable number of access points near the intersection along US 20. 2. Forty-one% of crashes involved a turning movement and both serious injury crashes involved a left turning movement.
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	86	2	36	1. Serious injury crashes involve turning movement and pedestrians. Thirty-one% of all crashes involved a turning movement. 2. There are no dedicated left-turn only lanes on the minor approaches. 3. Rear-end crashes account for 44% of all crashes.
Geary Street/Queen Avenue	91	1	47	1. Bicycle conflict points from each approach. 2. Out-dated traffic signal equipment (five-section "Doghouse").
Notes: *Fatal and Injury A (incapacitating or serious injury) crashes				
¹ Region 2 ODOT All Roads Transportation Safety Hot-Spot 150% Project List				

ODOT SPIS

ODOT maintains a Safety Priority Index System (SPIS) to identify potential safety problems on state highways. The SPIS network screening process aims to identify sites with higher crash histories that have promise as sites for potential safety improvements. Each highway segments is broken into one-tenth of a mile sites and sites are ranked in terms of safety cost effectiveness. Each year ODOT develops a list of the top 10% SPIS sites. The most recent SPIS list⁸ indicates that there are 19 sites within the AAMPO area that rank among the top 10% of SPIS sites. The 19 sites located along I-5, US 20, and OR 99E are listed in Table 5 and shown in Figure 5.

⁸ 2014 On-State Top 10% SPIS Groups Table, Oregon Department of Transportation, Region 2, January 2015.

Table 5: Albany Area MPO Top 10% ODOT SPIS Site Summary^A

Highway	BMP	EMP	ADT	Total Crashes	F & A Injury Crashes*	City/County	Connection
I-5 (Pacific)	234.88	235.06	58,100	20	2	Linn	-
US 20 (Santiam)	0.08	0.25	15,500	15	2	Albany	Highway 016 MP-0.12
US 20 (Santiam)	0.2	0.32	16,900	15	1	Albany	Columbus Street SE
US 20 (Santiam)	0.25	0.37	19,233	21	0	Albany	Clay Street SE
US 20 (Santiam)	0.3	0.42	199,700	22	1	Albany	Davidson Street SE
US 20 (Albany-Corvallis)	10.49	10.66	16,800	33	1	Albany	1st Avenue
OR 99E (Albany-Junction City)	0.38	0.52	21,450	24	1	Albany	Leg (To Albany Ave. SE)
OR 99E (Albany-Junction City)	0.79	0.91	21,352	31	0	Albany	Waverly Drive SE
OR 99E (Albany-Junction City)	1.33	1.52	17,200	51	2	Albany	Chicago Street
OR 99E (Albany-Junction City)	1.37	1.54	16,100	35	1	Albany	Highway 016 - MP - 0.03
US 20 (Albany-Junction City)	1.69	1.78	17,000	21	0	Albany	Oak Street SE
US 20 (Albany-Junction City)	1.79	1.89	16,400	23	0	Albany	Main Street SE
US 20 (Albany-Junction City)	1.84	2.01	16,200	25	1	Albany	Hill Street
US 20 (Albany-Junction City)	1.86	1.96	16,144	22	1	Albany	Hill Street
OR 99E (Albany-Junction City)	2.55	2.74	33,100	23	1	Albany	11th Street SW
OR 99E (Albany-Junction City)	2.9	3.09	22,000	37	0	Albany	Calapooia Street SW
OR 99E (Albany-Junction City)	3.93	4.04	17,533	13	2	Albany	Pacific Plance SW
OR 99E (Albany-Junction City)	4.01	4.11	16,000	12	1	Albany	34th Avenue
OR 99E (Albany-Junction City)	5.4	5.58	16,000	11	2	Albany	SW Belmont Avenue
Notes: *Fatal and Injury A (incapacitating or serious injury)							
^A ODOT SPIS Report 2014 (2011-2013 Data)							

Figure 5: AAMPO Vehicle Crashes and Hot-Spots (2009-2013) and 2014 SPIS Sites

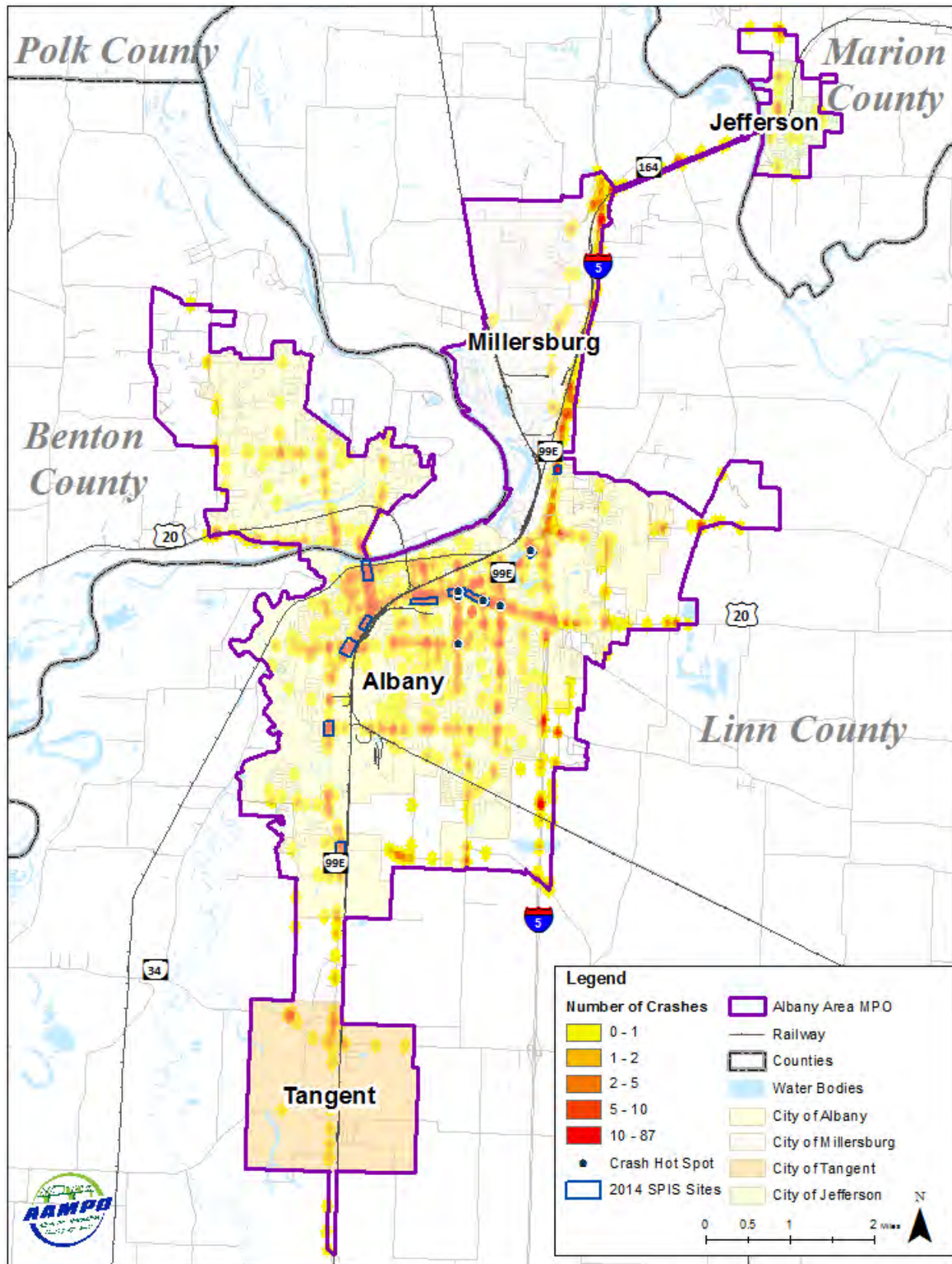


Figure 6: AAMPO Vehicle Fatal and Serious Injury Crashes (2009 -2013)

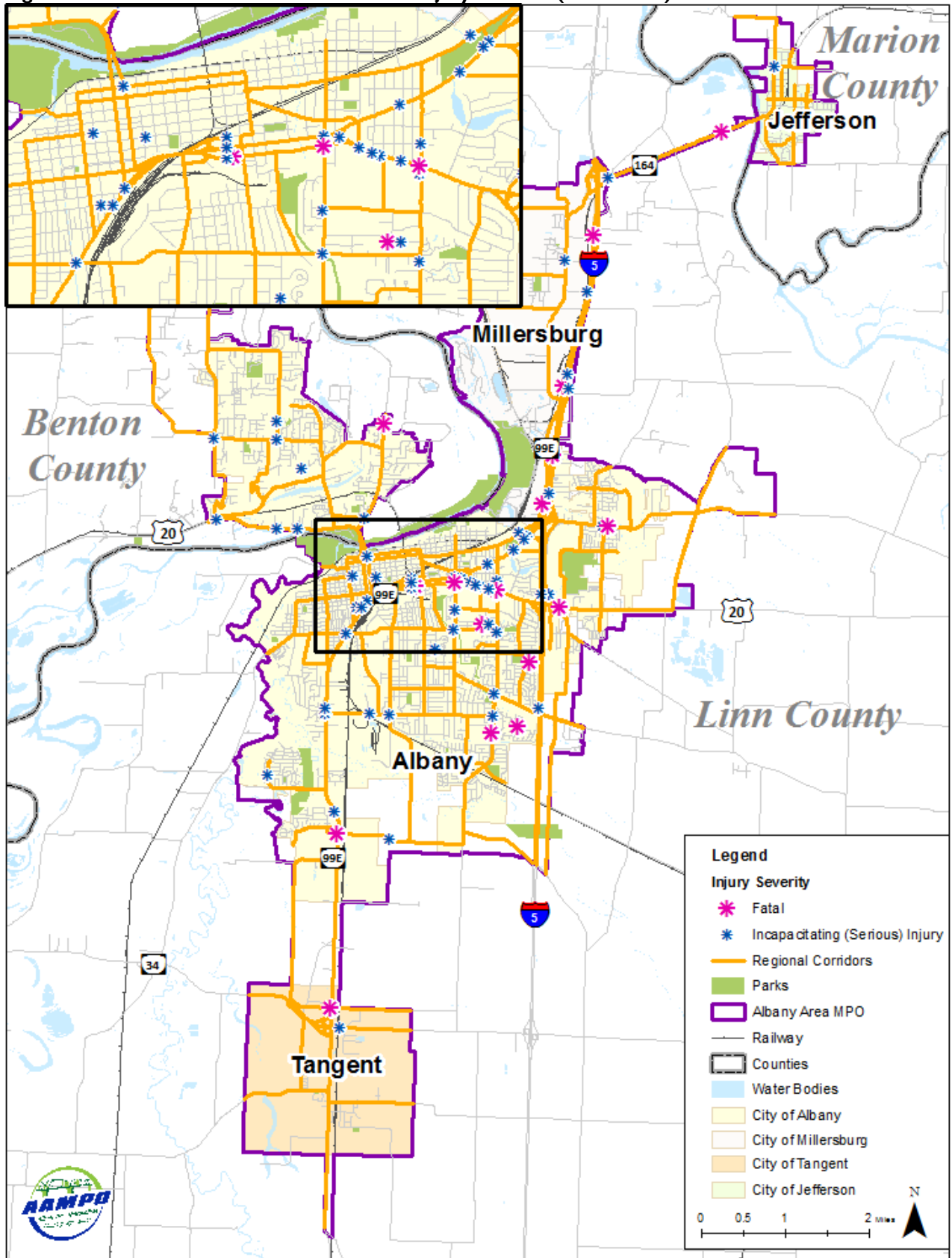
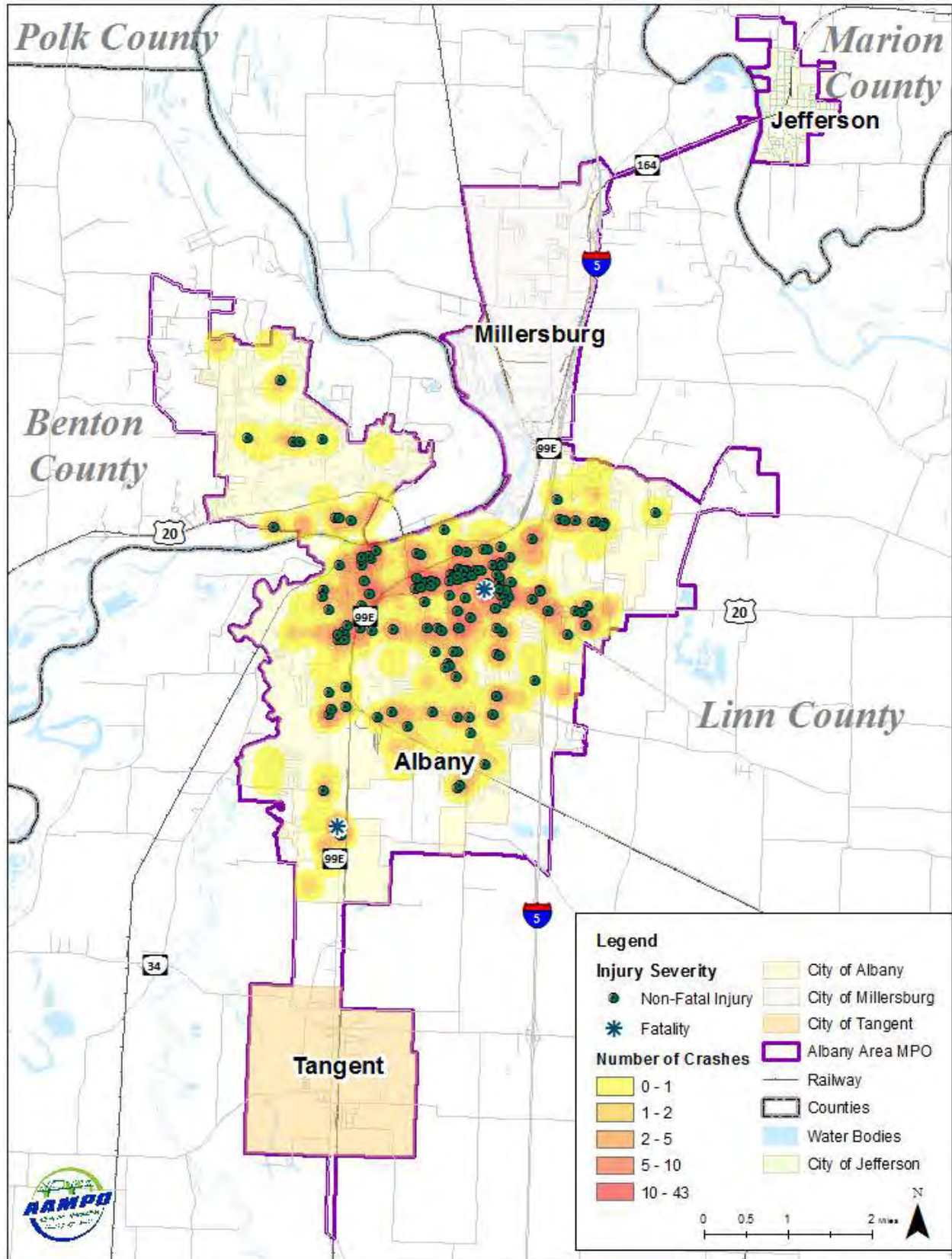


Figure 7: Albany Police-Reported Crashes (2014 - August 2015)



Truck Freight

Freight routes are designated to facilitate efficient and reliable truck movements. There are two designated freight routes within the AAMPO area, OR 34 and I-5. Both I-5 and OR 34 are designated as federal truck routes and state freight routes throughout the entire AAMPO area. It is important to note that OR 99E and US 20 also play key role in moving freight throughout the area to/from the designated freight routes to local destinations. Table 6 summarizes 2013 truck freight volumes based on data collected at permanent ODOT Automatic Traffic Recorder (ATR) stations.

Table 6: Existing Truck Volumes on Freight Routes within the AAMPO Area

Route	Automatic Traffic Recorder Location	2013 Average Daily Traffic ⁹	Truck ADT	Truck % ¹⁰
Interstate 5	0.41 mile north of Albany Junction City Highway	59,400	12,890	21.7
Oregon 34	0.89 mile east of Riverside Drive	27,100	1,978	7.3
US 20/Oregon 99E	0.28 mile northeast of Albany-Corvallis Highway	35,500	1,456	4.1

The percentages of trucks per approach at the study intersections, based on the new intersection counts collected in May 2015, range from 0-16%. There are nine study intersections with at least one approach that has more than 5% of heavy vehicles. The intersections of Century Drive/I-5 NB Ramps and Scrael Hill Road/US 20 have a percentage of trucks greater than 10%, 15% (eastbound approach) and 11% (southbound approach), respectively. Century Drive/Knox Butte Road and Three Lakes Road/Seven Miles intersections have 10% of heavy vehicles on the southbound approaches. The south Jefferson I-5/OR 164 interchange has a high percentage of heavy vehicles at 6% and 9% for the NB and SB ramps, respectively. Finally, the intersections of Scrael Hill Road/OR 164, Old Salem Road/I-5 SB Ramps and Scrael Hill Road/Knox Butte Road have up to 7% heavy vehicles along at least one approach.

⁹ 2013 Traffic Volumes on State Highways, Oregon Department of Transportation, 2013.

¹⁰ Trends at Automatic Traffic Recorder Stations, Oregon Department of Transportation, 2013.

Pedestrian Facilities

This section describes the existing pedestrian facilities within the AAMPO area. Pedestrian facilities include sidewalks, multi-use paths, trails and crosswalks that help to facilitate safe and efficient pedestrian travel. The existing pedestrian connectivity and pedestrian-related crashes were reviewed to identify gaps in the system and pinpoint major safety issues.

Pedestrian Connectivity

Figure 12 shows the general quality of existing pedestrian facilities along regionally significant roadways within the AAMPO area using a high-level qualitative evaluation, following the ODOT Multimodal Analysis Methodology¹¹. The evaluation is based on the presence of a sidewalk, the presence and type of buffer zone (i.e. bike lane, landscape/planter, and on-street parking) and consists of an “Excellent/Good/Fair/Poor” rating system. The qualitative analysis groups generally uniform pedestrian facilities (i.e. the presence or absence of sidewalks) along street segments and does not directly account for crossings or intersections along these corridors (which are typically stop-controlled or signalized for conflicting traffic when travelling along major regional roadways).

An “Excellent” rating requires substantial separation between the sidewalk and the roadway. A “Good” rating would require sidewalks on both sides of the roadway along with a continuous landscape strip or street trees and street furniture within a downtown area. A landscape strip (or street trees and street furniture) provides positive separation between the sidewalk and the roadway providing additional comfort for the pedestrian. A sidewalk awarded a “Good” rating requires little to no immediate improvements. A sidewalk with a bike lane or on-street parking serving as the buffer is considered a “Fair” sidewalk. A bike lane or on-street parking area provides separation between the pedestrian and travelling vehicles, but the sidewalk is still curb-tight to the roadway. This closeness can create discomfort for pedestrian. Sidewalks given a “Fair” rating could be improved by providing positive separation such as a landscape strip. A “Poor” rating denotes a roadway lacking sidewalks or a roadway with sidewalk gaps. A “Poor” sidewalk requires improvements to enhance the pedestrian connectivity along the corridor and ultimately overall regional pedestrian connectivity.

The evaluation process involved field reviews and digital mapping resources. To best reflect the existing conditions several roadways were broken into smaller segments with similar characteristics. A complete list of pedestrian facilities and attributes for each segment is provided in the Appendix.

Nearly 45 percent of the regionally significant roadways have complete sidewalks coverage which includes “Excellent”, “Good” and “Fair” ratings. There is only one segment within the

¹¹ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

AAMPO area with an “Excellent” rating. Timber Ridge Street, located east of I-5 in Albany, has wide landscape strips (>10 feet) with a safety slope on the south side of Timber Ridge School, shown in Figure 8. Approximately 12 percent and 32 percent of the regionally significant roadways were given a “Good” and “Fair” rating, respectively. Chinook Drive, located in Albany, and Hazel Street, located in Jefferson, are examples of a “Good” and “Fair” rating, shown in Figure 8 and Figure 9, respectively.

The majority of the complete sidewalk coverage is located in middle of Albany with sidewalks and a buffer zone (e.g. landscape strip, bike lanes or on-street parking) on both sides. There are also multi-use paths and trails in Albany including the Periwinkle Creek Bike Path that travels through the middle of Albany from Grand Prairie Road to the OR 99E/US 20 couplet, Dave Clark Trail and other trails/multi-use paths that travel along both sides of the Willamette River in Albany. The dense sidewalk coverage in the middle of Albany provides adequate pedestrian connectivity between residential and key pedestrian destinations. Key pedestrian destinations include medical facilities such as Samaritan General Hospital and retail areas including Downtown Albany and Heritage Plaza. Providing good pedestrian connectivity not only helps to facilitate multi-modal access to activity centers, but also promotes health and wellness by increasing active transportation options. Finally, as the rating of the sidewalk improves, pedestrian safety and comfort also increases.

There are considerable pedestrian facility gaps in the outlying areas (nearly 55 percent of the regionally significant roadways) including the outer areas of Albany and the surrounding cities, Millersburg, Jefferson and Tangent. Incomplete sidewalk coverage includes a lack of dedicated pedestrian facilities as well as sidewalks on only one side of a street. It is important to provide continuous sidewalk coverage to allow pedestrians adequate regional access. Table 7 describes the regional corridors given a “Poor” rating which includes segments with sidewalk gaps.

The pedestrian connectivity from the centralized MPO area (or Albany) to the outlying areas, south to Tangent, west to North Albany and north to Millersburg and Jefferson is limited. Filling in sidewalk gaps to provide a continuous dedicated pedestrian facility will improve pedestrian connectivity within the AAMPO area. The pedestrian connectivity within the centralized MPO area (or Albany) is generally adequate. Pedestrian safety could be improved in this area by upgrading existing sidewalks to include a landscape strip or substantial separation between the sidewalk and roadway.



Figure 8: Example of an “Excellent” and “Good” Sidewalk Rating within the AAMPO Area



Figure 9: Example of a “Fair” and “Poor” Sidewalk Rating within the AAMPO Area

Although not directly included in the qualitative evaluation, it is important to note that ADA (American's with Disabilities Act) design standards and pedestrian crossings also play a role in pedestrian connectivity. For example, enhanced crosswalk facilities such as the installation of RRFBs (Rectangular Rapid Flash Beacons) and HAWK (High-Intensity Activated crossWalk beacon) signals can also improve safety for those getting around without a car.



Figure 10: Raised Crosswalk on Oak Street at 14th Avenue in Albany, Oregon

ADA compliance within the AAMPO area is incomplete. The recently rehabilitated or constructed roadways such as North Albany Road or Oak Street have been designed to meet ADA requirements. For example, there is a raised crosswalk at the intersection of Oak Street/14th Avenue in which the crosswalk is elevated to be flush with the sidewalk in height, refer to Figure 10. Raised crosswalks not only increase the convenience for a non-motorist, but also provide traffic calming (speed reduction) at the intersection.

Older areas such as 9th Avenue in Albany have incomplete ADA design features. For example, there are inconsistent curb ramps at the intersection of 9th Avenue/Calapooia Street, as shown in Figure 11. As pedestrian facilities are improved, crossing locations and ADA requirements should be considered. A separate study is necessary to fully evaluate ADA compliance within the AAMPO area.



Figure 11: Curb Ramps at the Intersection of 9th Avenue/Calapooia Street in Albany, Oregon

Figure 12: AAMPO Existing Pedestrian Facilities

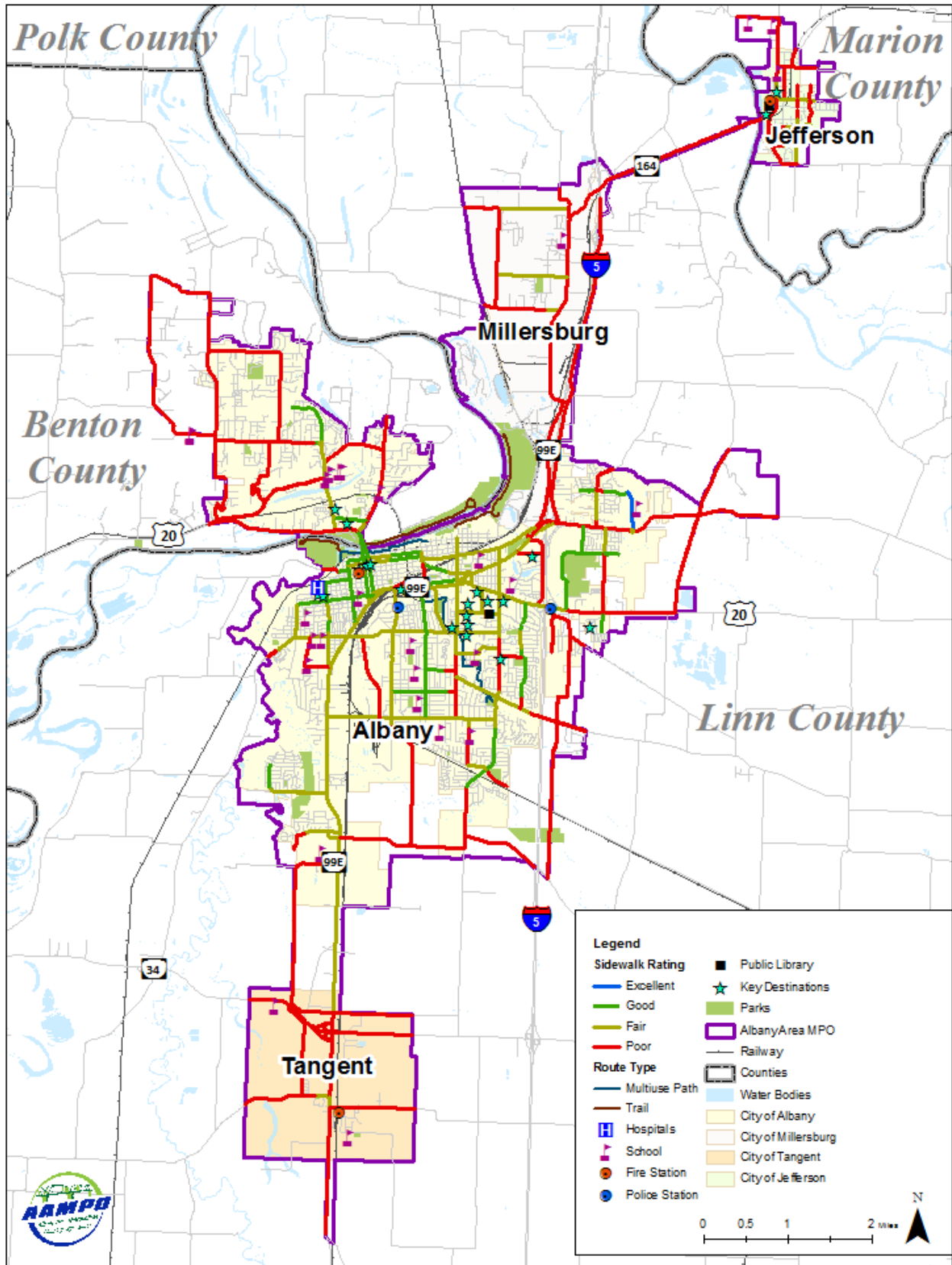


Table 7: Existing Sidewalk Deficiency Areas

Roadway	Limits	MPO Functional Class	City
Ellingson Road	OR 99E - Columbus Street	Urban Principal Arterial/Urban Collector	Albany
Lochner Road/Marion Street	Ellingson Road - 38th Avenue	Urban Minor Arterial	Albany
Seven Mile Way	Columbus Street - AAMPO East Boundary	Urban Collector	Albany
Waverly Drive	28th Street - 18th Street	Urban Minor Arterial	Albany
Colubmbus Street	Ellingson Road - Cascade Drive	Urban Minor Arterial	Albany
Colubmbus Street	Cascade Drive - Becca Court	Urban Collector	Albany
Columbus Street	Del Rio Avenue - 36th Avenue	Urban Collector	Albany
Three Lakes Road/Spicer Road	Fescue Street - Seven Mile Way	Urban Minor Arterial/Urban Collector	Albany
Grand Prairie Road	Lexington Street to East AAMPO Boundary	Urban Minor Arterial	Albany
Geary Street	34th Avenue - 21st Avenue	Urban Minor Arterial	Albany
Queen Avenue	AAMPO West Boundary - Orchard Lane	Urban Minor Arterial	Albany
7th Avenue	Jackson Street - Madison Street	Urban Minor Arterial	Albany
Main Street	7th Avenue - 4th Avenue	Urban Minor Arterial/Urban Collector	Albany
Albany Corvallis Highway (US 20)	AAMPO West Boundary - Springhill Road	Urban Principal Arterial	Albany
Santiam Highway (US 20)	Price Road - AAMPO East Boundary	Urban Principal Arterial	Albany
Goldfish Farm Road	Dogwood Avenue - US 20	Urban Minor Arterial/Urban Collector	Albany
Knox Butte Road	Interstate 5 - AAMPO East Boundary	Urban Minor Arterial	Albany
Scravel Hill Road	US 20 - Knox Butte Road	Urban Minor Arterial	Albany
21st Avenue	Waverly Drive - Center Street	Urban Collector	Albany
24th Avenue	Oak Street - Geary Street	Urban Collector	Albany
24th Avenue	Liberty Street - OR 99E	Urban Collector	Albany
28th Street	Pine Street - Geary Street	Urban Collector	Albany
7th Street	Jackson Street - Madison Street	Urban Minor Arterial	Albany
Airport Road	US 20 - OR 99E	Urban Minor Arterial	Albany
Albany Avenue	OR 99E - Salem Avenue	Urban Minor Arterial	Albany

Roadway	Limits	MPO Functional Class	City
Allen Lane	Looney Lane - OR 99E	Urban Principal Arterial	Albany
Belmont Avenue	Piedmont Place - Looney Lane	Urban Collector	Albany
Bryant Way	AAMPO West Boundary - 3rd Street	Urban Collector	Albany
Crocker Lane	Gibson Hill Road - Valley View Drive	Urban Collector	Albany
Del Rio Avenue	Waverly Dr - End of Street	Urban Collector	Albany
Edgewood Drive	Mirada Drive - Thornton Lake Drive	Urban Collector	Albany
Ferry Street	34th Avenue - Queen Avenue	Urban Collector	Albany
Killdeer Avenue	OR 99E - Airport Road	Urban Collector	Albany
Lexington Street	Grand Prairie Road - 30th Avenue	Urban Collector	Albany
Liberty Street	24th Avenue - West Albany High School X-ing	Urban Collector	Albany
Looney Lane	Belmont Avenue - End of Street	Urban Collector	Albany
Looney Lane	OR 34 - Allen Lane	Urban Collector	Albany
Palestine Avenue	Oak Grove Drive - Scenic Drive	Urban Collector	Albany
Quarry Road	North Albany Road - Springhill Road	Urban Collector	Albany
Skyline Drive	Mirada Drive - Gibson Hill Road	Urban Collector	Albany
Valley View Drive	Scenic Drive - Crocker Lane	Urban Collector	Albany
West Thornton Lake Drive	Scenic Drive - North Albany Road	Urban Collector	Albany
Clover Ridge Road	Knox Butt Road - Bentley Drive	Urban Collector	Albany
Clover Ridge Road	Somerset Drive - AAMPO North Boundary	Urban Collector	Albany
Scenic Drive	US 20 - Palestine Avenue	Urban Minor Arterial/Urban Collector	North Albany
Oak Grove Drive	Gibson Hill Road - Palestine Avenue	Urban Collector	North Albany
Gibson Hill Road	Scenic Drive - Kallie Street	Urban Minor Arterial	North Albany
Spring Hill Road	Hickory Street - AAMPO North Boundary	Urban Minor Arterial	North Albany
Century Drive	Knox Butte Road - Berry Drive	Urban Collector	Albany/ Millersburg
Old Hwy 34	Looney Lane - Columbus Street	Rural Minor Collector	Albany/ Tangent
OR 164	Talbot Street - University Street	Urban Minor Arterial	Jefferson
OR 164	Hazel Street - Interstate 5 SB Ramps	Urban Minor Arterial	Jefferson
Main Street/Jefferson-Scoio Drive	OR 164 - 5th Street	Urban Minor Arterial	Jefferson
North Avenue/Marion Road	OR 164 - AAMPO North Boundary	Urban Minor Arterial	Jefferson
Talbot Road	OR 164 - AAMPO West Boundary	Urban Minor Arterial	Jefferson

Roadway	Limits	MPO Functional Class	City
3rd Street	Hazel Street - North Avenue	Urban Collector	Jefferson
5th Street	Columbia Street - Elm Street	Urban Collector	Jefferson
7th Street	Greenwood Drive - Maple Court	Urban Collector	Jefferson
Cemetery Hill Road	North Avenue - AAMPO East Boundary	Urban Collector	Jefferson
Greenwood Drive	2nd Street - Fairfield Court	Urban Collector	Jefferson
High Street	Main Street - 3rd Street	Urban Collector	Jefferson
Old Salem Road	Interstate 5 SB Ramps - Salem Avenue	Urban Minor Arterial	Millersburg
Morningstar Road	Old Salem Road - Millersburg Drive	Urban Minor Arterial	Millersburg
Millersburg Drive	Woods Drive - AAMPO West Boundary	Urban Minor Arterial	Millersburg
Conser Road	Castillo Drive - AAMPO West Boundary	Urban Minor Arterial	Millersburg
Woods Road	Conser Street - Millersburg Drive	Urban Collector	Millersburg
Albany Junction City Highway (OR 99E)	AAMPO South Boundary - Tangent Drive	Urban Principal Arterial	Tangent
Albany Junction City Highway (OR 99E)	Lake Creek Drive - Old Hwy 34	Urban Principal Arterial	Tangent
Tangent Drive	OR 99E - AAMPO East Boundary)	Urban Collector	Tangent
Lake Creek Drive	Meadowlark Loop - AAMPO West Boundary	Urban Collector	Tangent
OR 34	AAMPO West Boundary - AAMPO East Boundary	Rural Principal Arterial	Tangent
McFarland Road	Lake Creek Drive - OR 34	Urban Collector	Tangent

Pedestrian Safety

The most recent five years (2009-2013) of available crash data for all roadways within the study area was obtained from ODOT and used to evaluate the vehicle-pedestrian crash history. There were 56 vehicle-pedestrian crashes reported during the five-year span shown in Figure 13, yielding an average of 11 crashes per year. Pedestrian crashes account for less than one percent of all crashes which is similar to the percentage of vehicle-pedestrian crashes within the Corvallis Area MPO boundary¹². However, the Corvallis area has a unique make-up with a high percentage of college residents which may yield a much higher pedestrian mode split than that of the Albany Area MPO. In comparison to the Bend Area MPO, with only eight pedestrian-related crashes per year between 1995 and 2004, the Albany Area MPO has experienced a slightly higher rate of pedestrian crashes. A majority of the crashes occurred within the city of Albany along arterial roadways. There was one reported pedestrian crash in each Tangent, Millersburg and Jefferson.

Year	Total Vehicle-Pedestrian Crashes	Fatal Crashes
2009	7	0
2010	13	2
2011	10	1
2012	15	1
2013	11	1

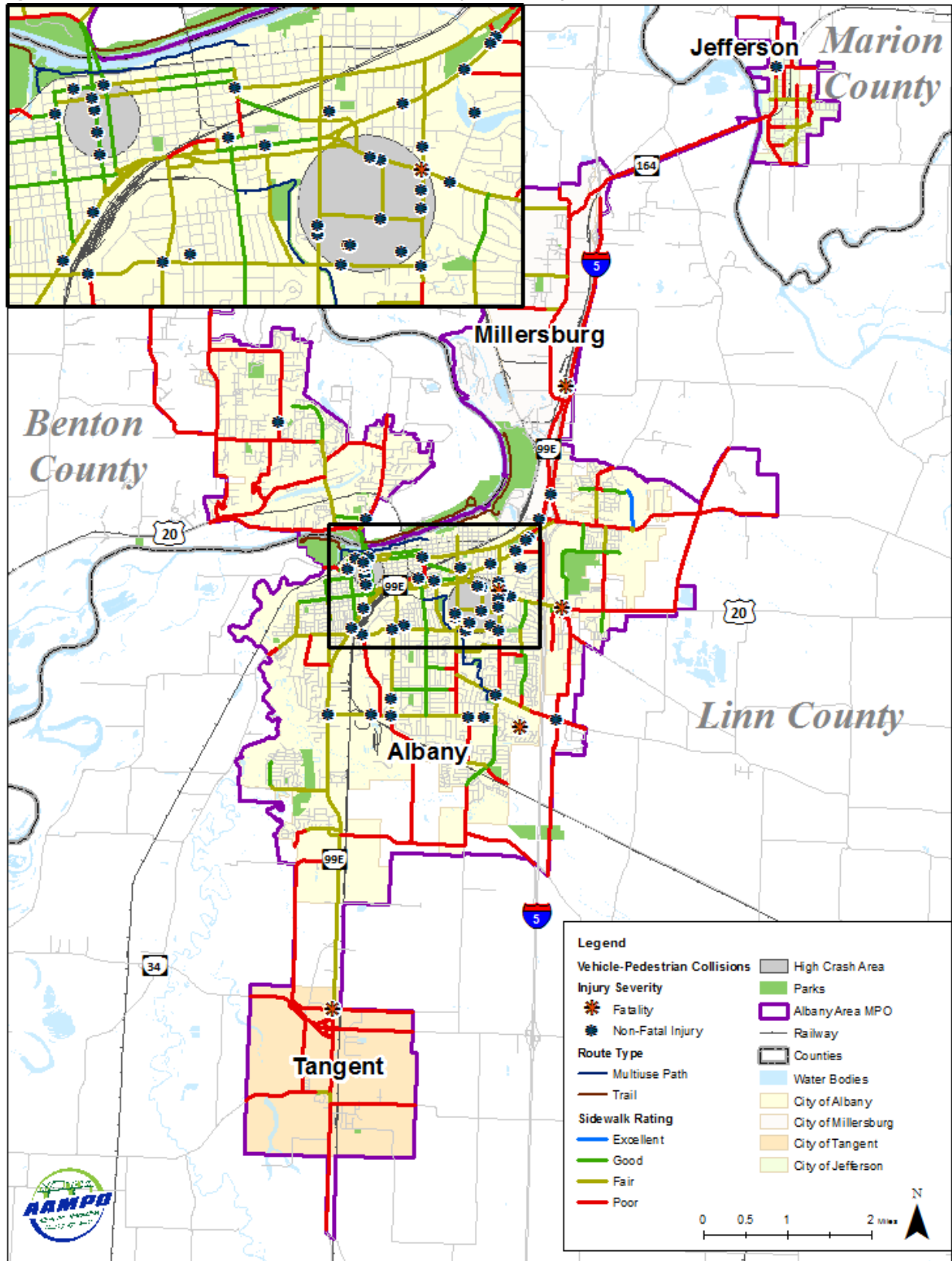
Approximately 65 percent of these crashes were at an intersection or alley, 34 percent occurred along a straight roadway segment and the remaining crashes occurred along a curve. Of the 56 vehicle-pedestrian crashes, there were five pedestrian fatalities. The majority of the fatal crashes occurred during unfavorable weather conditions including rain, clouds, fog, wet roadway surfaces or darkness. Of the five fatal pedestrian crashes, the pedestrian was deemed at-fault for four crashes mainly because the pedestrian was illegally in the roadway, for example the pedestrian disregarded the traffic signal. Of the non-fatal injuries, 13 crashes resulted in an incapacitating or serious injury, 22 crashes resulted in a non-incapacitating or moderate injury and 16 crashes resulted in a possible or minor injury. Bicycle-pedestrian crashes are not identified in the data source.

There are two locations within Albany identified as high vehicle-pedestrian crash areas, highlighted in Figure 13. There were five vehicle-pedestrian crashes along Ellsworth Street and Lyons Street (US 20). In 2013, this portion of US 20 was designated as a Special Transportation Area (STA). A STA designation aims to provide access and circulation for non-motorists and transit movements along a state highway within an urban growth boundary. In addition, this portion of US 20 is also on the ODOT 2014 SPIS Top 10% List meaning that this segment has been identified as a site with a high crash history. All five vehicle-pedestrian crashes along this segment occurred at an intersection because of failure to yield the right-of-way. It is unclear whether the vehicle or pedestrian precipitated the crash.

¹² Corvallis Area Metropolitan Transportation Plan: Destination 2035, March 16, 2012.

The second area with a high concentration of vehicle-pedestrian crashes is near Heritage Plaza Shopping Center in Albany. This area, bound by US 20 (north), 16th Avenue (south), Geary Street (west) and Waverly Drive (east), had 13 vehicle-pedestrian crashes. Of the 13 crashes, three crashes occurred along straight roadway segments, two of which the pedestrian was illegally in the roadway and not visible. The remaining crashes near Heritage Plaza Shopping Center were at an intersection or alley that occurred for a variety of reasons including failure to yield the right-of-way, disregarding the traffic signal, pedestrian illegally in roadway or the pedestrian was not visible. There was one fatal crash at a signalized intersection at US 20/Waverly Drive. This fatal crash occurred during clear and dry weather conditions in which the pedestrian was illegally in the roadway. Furthermore, this intersection, US 20/Waverly Drive, along with Geary Street/US 20 and Clay Street/US 20 intersections were also identified by the ODOT ARTS program as a crash ‘hot-spot’. Given the causes of the crashes in the area enhancements to the pedestrian facilities such as installing a mid-block crossing or improving the lighting at an intersection, access management along US 20 or developing enforcement strategies to improve compliance in this area are potential mitigations that could help to improve safety. Refer to the Appendix for additional vehicle-pedestrian crash details.

Figure 13: AAMPO Vehicle-Pedestrian Crashes (2009-2013)



Bicycle Facilities

Bicycle facilities including bicycle lanes, multi-use paths and trails along regionally significant corridors within the AAMPO area were reviewed to identify deficient areas. Bicycle-related crashes were analyzed to highlight key safety concerns. The bicycle operations and crash history within the AAMPO area are described below.

Bicycle Operations

The existing bicycle facilities are both identified and evaluated based on the ODOT Bicycle Level of Stress Methodology¹³. This methodology helps to measure the effects of traffic-based stress and quantifies the perceived comfort levels of the average cyclists on a given facility. The level of stress is based on bike lane and roadway characteristics such as lane width, posted speed limit, number of vehicular travel lanes, traffic volume, the presence of a buffer zone and land use setting (i.e. rural, urban). There are four classifications used to define bicycle level of stress (LTS) ranging from LTS 1 representing little traffic stress to LTS 4 representing high traffic stress.

LTS 1 is described to be suitable for all cyclists up to children around 10 years of age, where there are low traffic speeds, one lane in each direction and intersections are easy to cross. This also can include separated bicycle paths or cycle tracks. LTS 2 represents little traffic stress, but is more suitable for teens and adults rather than children.

There are slightly higher traffic speeds and up to three lanes total in both directions. LTS 3 requires more attention due to moderate stress imposed by increased traffic speeds and up to five lanes in both directions. LTS 4 represents high stress and is geared towards experienced and skilled cyclists. There could be high traffic speeds, multi-lane travel ways, complex intersections and high traffic volumes.

To determine the LTS for the regional corridors field and aerial reviews (e.g., online mapping) were conducted. For the purposes of this review, bicycle segments were grouped into larger sections and rated as a whole, with the full section given to the lowest LTS value among each of the smaller segments. Thus, some segments within the larger section may have a better stress rating than the overall section. Segments reflect the travel conditions in both directions. Direction specific detail (including the presence of right turn lanes) is included in the appendix but is not included in the maps. The current condition of bicycle facilities in the AAMPO area is shown in Figure 14. A complete list of bicycle facilities and attributes for each segment is provided in the Appendix.

Bicycle Level of Stress on Regionally Significant Roadways

LTS 1 – 11 miles (9%)

LTS 2 – 22 miles (19%)

LTS 3 – 35 miles (30%)

LTS 4 – 50 miles (42%)

¹³ *Analysis Procedures Manual Version 2*, Oregon Department of Transportation, June 2015.

There are a few sections on regionally significant roadways within the AAMPO area with a LTS 1 and the majority of the sections with little traffic stress, LTS 2, are located in Albany. The majority of the regional corridors have a moderate to high level of stress for bicycles, LTS 3 and LTS 4. As mentioned above, there are a few multi-use paths and trails (Periwinkle Creek Bike Path, Dave Clark Trail) which provide additional bicycle route options with less traffic stress.

Sections with moderate bicycle stress generally include either those with a dedicated bike lane without a buffer zone and traffic speeds up to 35 mph or shared lane segments with lower speeds or in a rural setting. Sections with high bicycle stress include segments with a dedicated, narrow (<7 feet) bike lane without a buffer zone and traffic speeds greater than or equal to 40 mph, shared lane segments with high speeds (35 mph or greater) and rural segments with high traffic volumes and speeds. The sections with high traffic stress in rural and urban areas are described in Table 8 and Table 9, respectively.

Similarly to the pedestrian facilities, the bicycle facilities from the centralized MPO area (or Albany) to the outlying areas south to Tangent, west to North Albany and north to Millersburg is characterized by high levels of stress. In Jefferson, there is little traffic stress along roadways in the residential areas, while OR 164 has a high level of stress due to frequent driveways and higher speeds. Developing and maintaining a bicycle network along corridors with little to moderate bicycle levels of stress can help to encourage travelers to consider a bicycle trip as a practical alternative. Ideal corridors would include a combination of these characteristics: low speeds, low traffic volumes, 1-2 travel lanes per direction and limited 'blockage' areas (i.e. driveways, loading zones, bus stops or parking maneuvers). Dedicated bicycle facilities, bike lanes or separated bike paths also provide more comfort for the cyclists.

Enhancing existing bicycle facilities to include a buffer zone (between the roadway and bike lane), bicycle pavement markings or warning signs can help to reduce the traffic stress experience by cyclists. In the same way as pedestrian connectivity, providing good bicycle connectivity not only helps to facilitate multi-modal access to activity centers, but also promotes health and wellness by increasing active transportation options. Other considerations that impact the attraction of cycling include bicycle parking, intersection geometry, sight-distance and proximity to schools (anticipated use of children).

Figure 14: AAMPO Existing Bicycle Facilities

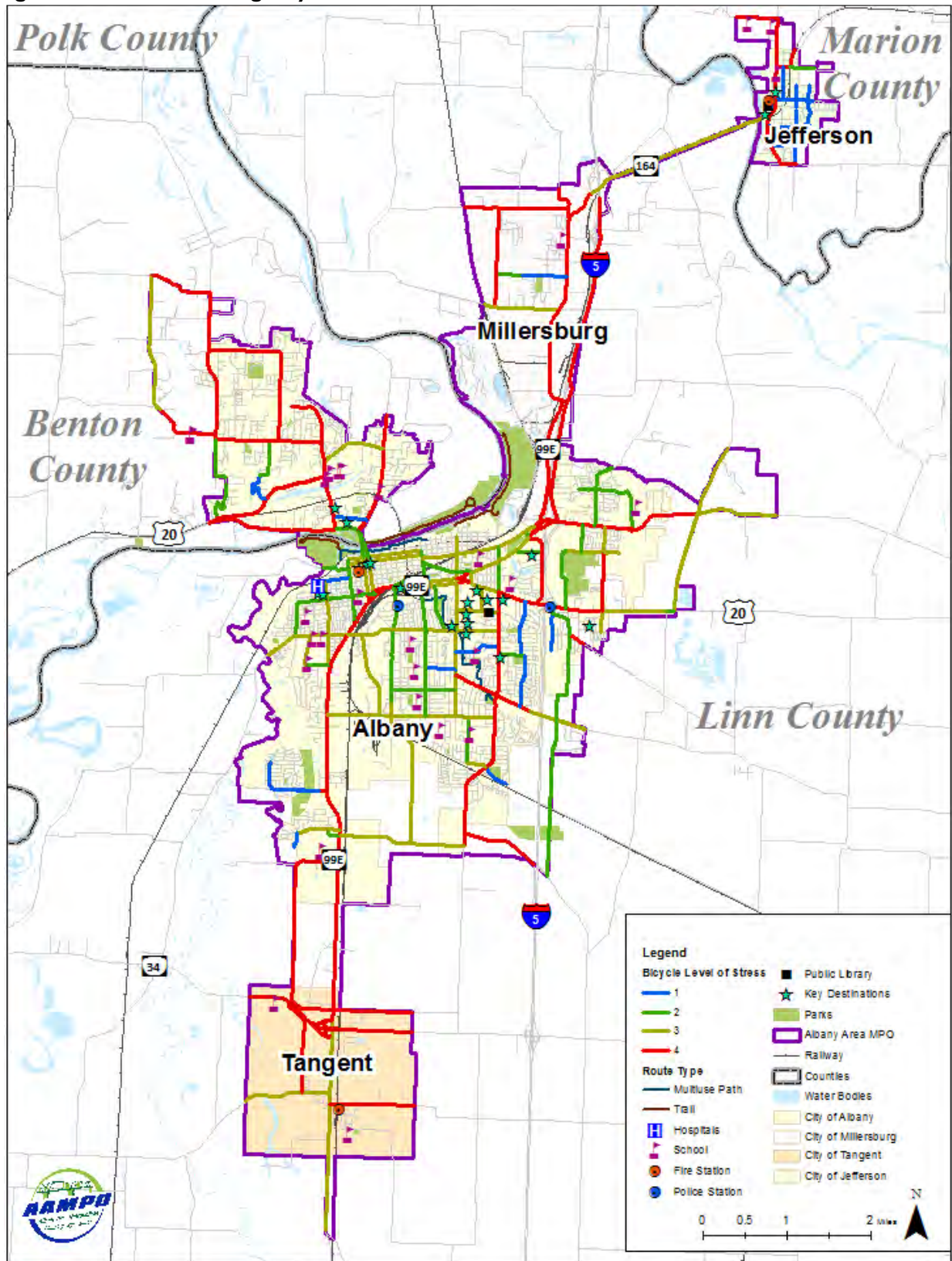


Table 8: Existing Urban Segments with High Bicycle Stress (LTS 4)

Roadway	Limits	Bike Lane Description	Width Bike Lane (feet)	Posted Speed Limit (mph)
Albany Junction City Highway (OR 99E)	OR 34 WB Off Ramps - Albany Train Station	BL	5.5 to 7	45&55
Waverly Drive/Columbus Street	AAMPO South Boundary - US 20	BL	<5.5	40
Grand Prairie Road	Geary Street - Lexington Street	BL	<5.5	40
Santiam Highway (US 20)	Geary Street - Burkhardt Street	BL	<5.5	35
Santiam Highway (US 20)	Waverly Drive - Goldfish Farm Road	BL	<5.5	45
Knox Butte Road	Interstate 5 - Scravel Hill Road	BL	<5.5	45
Scenic Drive	Gibson Hill Road - Palestine Road	BL	<5.5	45
Oak Grove Drive	Gibson Hill Road - Metge Avenue	BL	<5.5	45
Gibson Hill Road	North Albany Road - Scenice Drive	BL	<5.5	45
North Albany Road	US 20 - Gale Street	BL	<5.5	40
Spring Hill Road	Hickory Street - Country Club Drive	BL	<5.5	40
Old Salem Road	Interstate 5 SB Ramps - Nygren Road	BL	<5.5	55
Millersburg Drive	Morningstar Road - Woods Drive	BL	<5.5	40
OR 164	Santiam River - AAMPO North Boundary	BL	<5.5	40
53rd Avenue	OR 99E - Willetta Street	BL	5.5 - 7	40&35
Crocker Lane	Gibson Hill Road - Valley View Drive	BL	<5.5	35&45
Looney Lane	OR 34 - Allen Lane	BL	5.5 - 7	55
Albany Junction City Highway (OR 99E)	Albany Train Station - Overpass above the Rail Tracks	SL	-	35
Pacific Boulevard (OR 99E)	Geary Avenue - Burkhardt Street	SL	<5.5	35
Seven Mile Way	Columbus Street - AAMPO East Boundary	SL	-	55
Goldfish Farm Road	Dogwood Avenue - US 20	SL	<5.5	40
Spring Hill Road	US 20 - Hickory Street	SL	-	40
Spring Hill Road	Country Club Drive - AAMPO North Boundary	SL	-	40
Old Salem Road	Nygren Road - Salem Avenue	SL	-	40
Morningstar Road	Old Salem Road - Millersburg Drive	SL	-	40
Millersburg Drive	Woods Drive - AAMPO West Boundary	SL	-	40
Main Street/Jefferson-Scoio Drive	OR 164 - 5th Street	SL	-	35
North Avenue/Marion Road	OR 164 - AAMPO North Boundary	SL	-	35
Tangent Drive	OR 99E - AAMPO East Boundary	SL	-	40
Airport Road	US 20 - OR 99E	SL	-	40
Allen Lane	Looney Lane - OR 99E	SL	-	45
Century Drive	Knox Butte Road - Berry Drive	SL	-	55
McFarland Road	Lake Creek Drive - OR 34	SL	-	45

Roadway	Limits	Bike Lane Description	Width Bike Lane (feet)	Posted Speed Limit (mph)
Old Hwy 34	Looney Lane - Columbus Street	SL	-	45
Palestine Avenue	Oak Grove Drive - Scenic Drive	SL	-	45
Talbot Road	OR 164 - AAMPO West Boundary	SL	-	45
Valley View Drive	Scenic Drive - Crocker Lane	SL	-	40
West Thornton Lake Drive	Scenic Drive - North Albany Road	SL	-	40
Woods Road	Conser Street - Millersburg Drive	SL	-	45

Notes: BL = Bike lane without buffer zone; SL = Shared lane
Speed highlighted in grey indicate an assumed speed for the roadway due to the absence of a posted speed limit sign in the vicinity.

Table 9: Existing Rural Segments with High Bicycle Stress (LTS 4) Areas

Roadway	Limits	Bike Lane Description	Paved Shoulder Width (feet)	ADT
Albany Corvallis Highway (US 20)	AAMPO West Boundary - North Albany Road	R	0 - 3	17,200
OR 34	AAMPO West Boundary - AAMPO East Boundary	R	≥6	22,900

Notes R = Rural (≥45 mph)
Speed highlighted in grey indicate an assumed speed for the roadway due to the absence of a posted speed limit sign in the vicinity.

Bicycle Safety

To evaluate bicycle safety within the AAMPO area, the most recent five years (2009-2013) of reported crashes made available by ODOT was used. There were 73 vehicle-bicycle crashes during the five-year span shown in Figure 15, yielding an average of 15 crashes per year. Similar to the vehicle-pedestrian crashes, the majority of the bicycle crashes occurred within the city of Albany with only one bicycle crash in Jefferson. There were no reported bicycle crashes in Tangent and Millersburg during the analysis period.

Year	Total Vehicle-Bicycle Crashes	Fatal Crashes
2009	12	0
2010	16	0
2011	22	0
2012	14	0
2013	9	0

The majority of vehicle-bicycle crashes involved a crossing or turning movement. There were 51 vehicle-bicycle crashes that involved either the bicycle or vehicle in the act of a turning maneuver and 21 angle crashes that involved either the bicycle or vehicle crossing a roadway (e.g. a vehicle traveling north to south colliding with a bicycle traveling east to west on the intersecting street). One vehicle-bicycle crash consisted of a sideswipe crash with the vehicle and cyclists traveling in the same direction. Each of the 73 bicycle crashes resulted in a non-fatal

injury. There were 10 crashes that resulted in an incapacitating or serious injury, 43 crashes that resulted in a non-incapacitating or moderate injury and 20 crashes that resulted in a possible or minor injury. There were 68 vehicle-bicycle crashes that were at an intersection or alley. Bicycle-bicycle and bicycle-pedestrian crashes are not identified in this data source.

The two locations identified as high vehicle-pedestrian crash areas are also high vehicle-bicycle crash areas. There were five vehicle-bicycle crashes along Ellsworth Street and Lyons Street (US 20). As mentioned above, this portion of US 20 was designated as a STA as well as identified as a SPIS site. All five crashes along this segment occurred at an intersection that resulted in a non-incapacitating or minor injury for the cyclists. Of the five crashes, two crashes were a result of the vehicle desiring to complete a right turn and presumably the cyclist desiring to continue through the intersection. This type of crash is known as a ‘right-hook crash’.

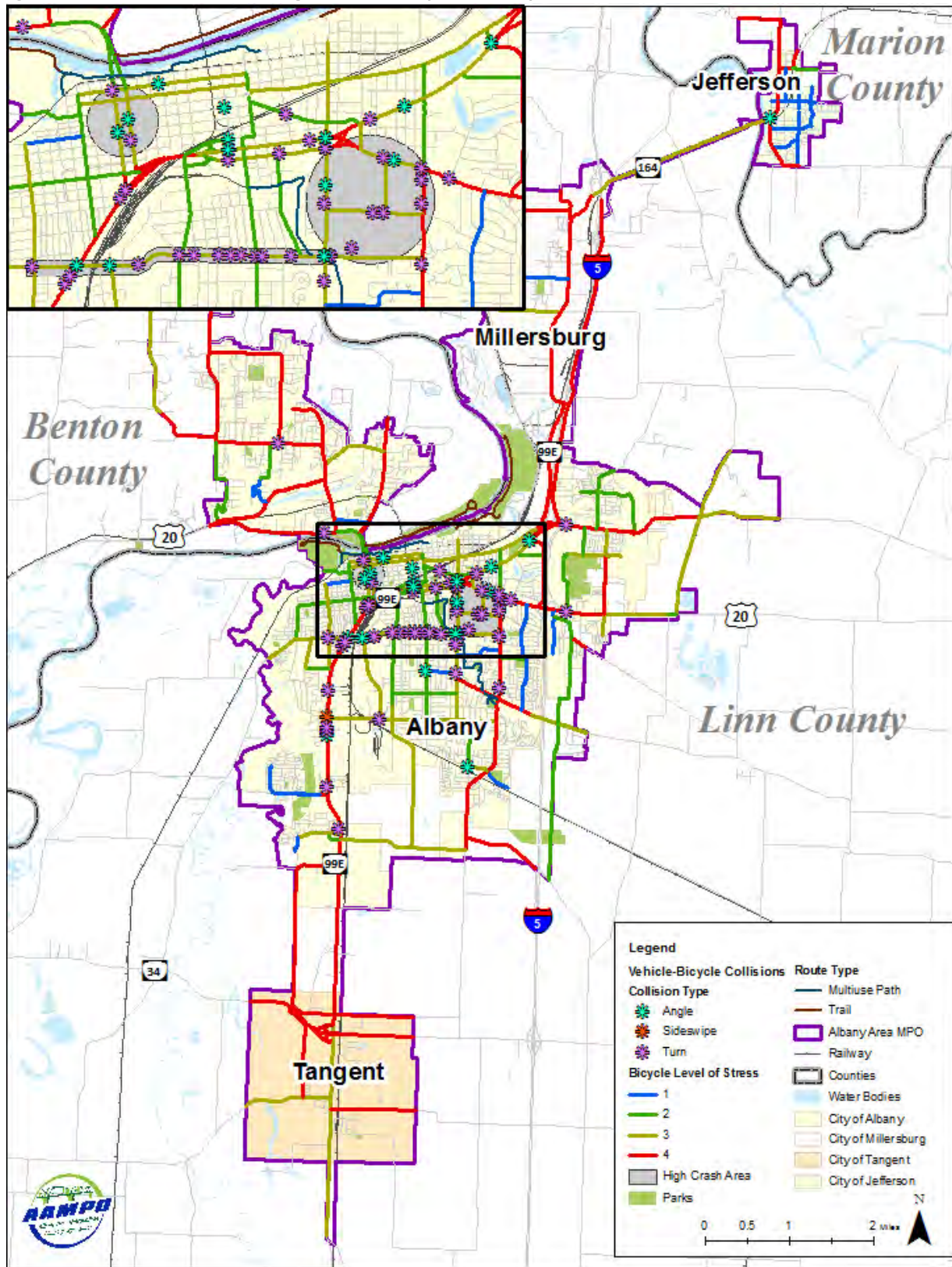
The second area with a high concentration of vehicle-pedestrian crashes is near Heritage Plaza Shopping Center in Albany. This area, bound by US 20 (north), 16th Avenue (south), Geary Street (west) and Waverly Drive (east), had 10 vehicle-bicycle crashes, all of which resulted in an injury for the cyclist. Of the 10 vehicle-bicycle crashes, one crash at the intersection of US 20/Waverly Drive resulted in an incapacitating injury. This signalized intersection was identified by the ODOT ARTS program as a crash ‘hot-spot’. The vehicle was traveling westbound along US 20 desiring to make a left-turn onto Waverly Drive; the position of the bicycle prior to the crash is unknown. One crash resulting in an angled collision on Geary Street, near 12th Avenue, occurred on a straight segment with the vehicle traveling southbound. It was reported that the driver was distracted using a mobile device.

The remaining crashes near Heritage Plaza Shopping Center were at an intersection or alley in which either the vehicle or cyclist desired to complete a turning movement while the other desired to continue straight through the intersection. These crashes can be mostly attributed to traffic violations such as failure to yield the right-of-way, disregarding the traffic signal, non-motorists illegally in the roadway or crossing the centerline. Due to the high density of driveways (i.e. conflict points) near the Heritage Plaza Shopping Center bicycle safety improvements should focus on raising awareness of these conflict points for both cyclists and drivers. Education along with design treatments such as pavement markings, bicycle-activated signs or shared right-turn lanes can help to highlight these conflict areas and promote drivers and cyclists to travel with caution.

Queen Avenue, between Elm Street and Geary Street, experienced 15 vehicle-bicycle crashes that occurred at an intersection or alley. Of the 15 crashes, 12 crashes involved the vehicle completing a turning movement. Similarly to the crashes that occurred near Heritage Plaza Shopping Center, the crashes along Queen Avenue can be attributed to traffic violations such as failure to yield the right-of-way, disregarding the traffic signal and non-motorists illegally in the roadway. Education and design treatments, mentioned above, can also be implemented along Queen Avenue to help improve safety. A separate detailed safety analysis should be conducted to

evaluate the cost-effectiveness of each mitigation measure. Refer to the Appendix for additional vehicle-bicycle crash details.

Figure 15: AAMPO Vehicle-Bicycle Crashes (2009-2013)



Rail Freight Facilities

There are currently three railroads; Union Pacific, Portland & Western and Albany & Eastern; that serve the AAMPO area. A map of the railroad lines, yards and crossing locations is shown in Figure 16.

There are three classes of railroads which is based on their annual operating revenues. In 2013, a Class 1 Railroad was defined as one that generates revenues of at least \$467.0 million.¹⁴ Class 3 railroads are those with annual revenues of \$37.4 million or less.¹⁵ Union Pacific (UP) is a class 1 railroad that operates throughout the United States. Portland & Western (PNWR) and Albany & Eastern (AERC) are both class 3 railroads that operate within several counties in Oregon.

UP supports approximately 25 through freight trains and six passenger trains per day¹⁶. The passenger trains include Amtrak Cascades which travels between Eugene, Oregon and Vancouver, British Columbia; and the Amtrak Coast Starlight which travels between Seattle, Washington and Los Angeles, California. The rail track, owned by UP, runs north-south through the AAMPO area with switching movements located at the north and south end of the Albany rail yard. PNWR manages roughly six freight trains per day between Albany and Toledo (in coordination with UP) and has about four freight trains per day on the Oregon Electric line, which runs north and south between Eugene and Portland¹⁶. PNWR completes approximately 60 switch movements per day and has two rail yards within the AAMPO area. AERC has about 11 freight trains per day¹⁶ including 6 switch trains.

Currently, UP serves seven industries and PNWR serves five industries within the AAMPO area. UP and PNWR both have the potential to handle any freight commodity throughout the area. AERC serves four industries in the AAMPO area transporting commodities including lumber, seed, feed, fertilizer, and frozen food.

Rail crossings, specifically at-grade rail crossings, present multi-modal conflicts and require special consideration to address potential safety concerns. There are two basic types of at-grade rail crossing controls, active and passive. Active crossing controls can include a combination of flashing lights, bells and automatic gates which are typically activated by the passage of a train. Active crossing controls have been proven to improve safety and operations at grade controls.¹⁷ Passive crossing controls include stop and yield signs. A key difference is passive crossing controls identify the presence of a rail crossing location and require drivers to decide on an appropriate (safe) action. Both active and passive crossing controls are supplemented with

¹⁴ *Class 1 Railroad Statistics*, Association of American Railroads, July 15, 2014.

¹⁵ American Short Line and Regional Railroad Association, Accessed September 2, 2015.

¹⁶ Email from Richard A. Shankle of ODOT Rail & Public Transit Division, April 2015.

¹⁷ Active Traffic Control Devices, Railroad-Highway Grade Crossing Handbook 2nd Edition, August 2007.

advanced warning signs and pavement markings. Currently, there are seven grade separated crossing, 33 gated crossings, 20 stop controlled crossings and six yield controlled crossings.

Rail Deficiencies

The Albany Rail Yard and nearby Queen Avenue crossing have limitations that create delays to trains, vehicles and pedestrians. The Albany Rail Yard serves as a crossing point for all UP rail lines in Albany. There is limited distance between tracks where UP trains can meet and pass which results in long delays while passing trains await permissions to cross. The Albany Rail Yard also requires trains to cross Queen Avenue whenever switching cars which can create delays to vehicles and pedestrians. Emergency vehicles, school buses, transit buses plan their routes to avoid this intersection, due to the regular and long delays.

To help minimize the blockage at the Queen Avenue crossing the Albany Rail Corridor Improvement Project¹⁸ will add a short section of track in Albany to connect the Toledo Branch directly to the Millersburg Yard. The nearly \$8.7 million dollar project will also rehabilitate the Millersburg Yard. The additional track will allow switching movements and training building to move from the Albany Yard to the Millersburg Yard.

Airport

There is one general aviation airport, the Albany Municipal Airport, for public use within the AAMPO area as shown in Figure 16. The Albany Municipal Airport is owned and operated by the City of Albany. It consists of 147 acres¹⁹ with a single runway and is located adjacent to I-5 between Knox Butte Road and US 20.

The federal airport classification is General Aviation¹⁹. General Aviation is the largest single group of airports (nearly 3,000) in the U.S. system. The Federal Aviation Administration (FAA) conducted a national review of airports classified as general aviation to better capture the characteristics and diverse functions of each general aviation airport. The Albany Municipal Airport is designated as a Local General Aviation airport.²⁰ A Local General Aviation airport is characterized by short flights typically within a state or the immediate region to serve local or regional markets. There are moderate levels of activity serving at least 2,500 annual passengers and housing at least 15 (home)-based aircraft.

The Albany Municipal Airport is estimated to house 51 (home)-based aircraft including 43 single engine, seven multi engine and one jet and the current level of annual operations is roughly

¹⁸ ConnectOregon II Projects, ODOT & Oregon Transportation Commission, June 2008.

¹⁹ *Federal Aviation Administration Airport Master Record Form 5010-1*, Federal Aviation Administration, June 25, 2015.

²⁰ *General Aviation Airports: A National Asset*, Federal Aviation Administration, May 2012.

23,300 (departures and arrivals).¹⁹ The Airport Master Plan²¹ defines the needs and direction of future development at the airport.

Gas Pipelines

Northwest Pipeline owns a high-pressure natural gas pipeline that runs in the north-south direction along the eastern edge of the AAMPO area. There are several delivery points between Jefferson and Tangent which provide services to Northwest Natural Gas, International Paper Company-Albany and Oremet-Wah Chang, who in turn distribute their product to the cities with a smaller pipe network. Santa Fe Pacific Pipeline-North owns a major pipeline through Millersburg and Albany that carries petroleum products that runs along I-5²².

Water

The AAMPO area does not have any designated navigable waterways. There are two rivers that run through the AAMPO area including the Willamette River located in Millersburg and Albany and the Santiam River located in Jefferson. The Willamette River is the only waterway considered navigable. Currently it does not play a role in the transportation of people or freight, but to become an active transportation mode, users would be restricted in height and width due to stationary highway and railroad bridge crossings.

Intelligent Transportation Systems

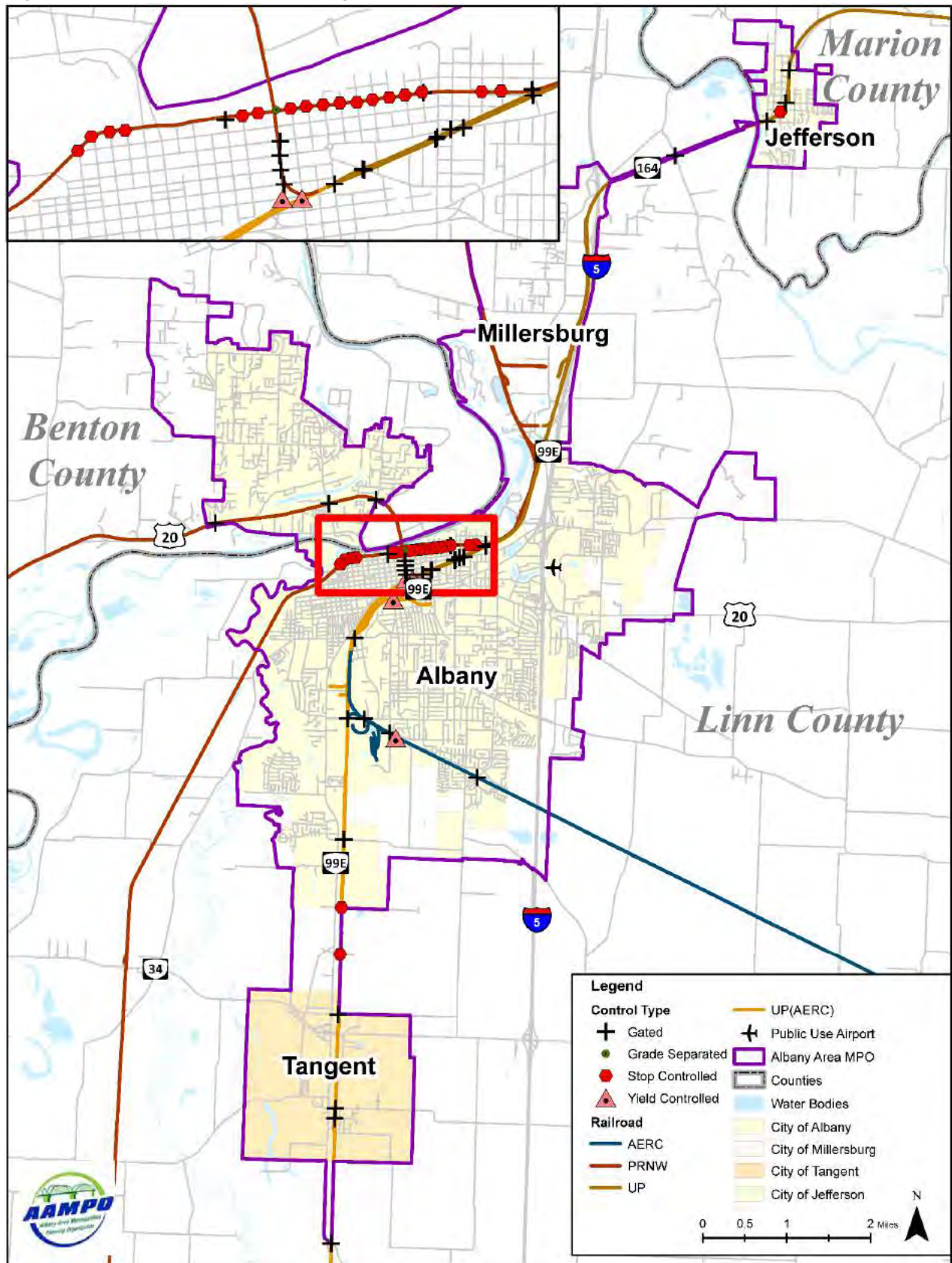
There are few intelligent transportation systems (ITS) within the AAMPO area. There is one fixed mount camera at the intersection of Queen Avenue/Geary Street in an effort to capture traffic infractions at the signal. There are ITS systems along I-5 within the AAMPO area including a dynamic message sign (NB) in Millersburg, highway advisory radio in North Albany and a closed-circuit television camera in Millersburg. There are several planned enhancements to the ITS infrastructure within the AAMPO area including additional cameras in Tangent and Albany and a dynamic message sign I-5 (SB) in Millersburg²³.

²¹ *Albany Municipal Airport: Airport Master Plan Report 2000-2020*, City of Albany, 2002.

²² *National Pipeline Mapping System Public Map Viewer*, Pipeline and Hazardous Materials Safety Administration, 2012

²³ *Central Willamette Valley ITS Plan*, DKS Associates and IBI Group, December 2010.

Figure 16: AAMPO Railroad and Airport Facilities



Appendix

Detailed Existing Transportation Conditions Inventory

BRIDGE NAME	ROADWAY	MP	CROSSES	LENGTH (FT)	WIDTH (FT)	NO. OF LANES	NO. OF MAIN SPANS	DESIGN LOAD	DEFICIENT BRIDGE CATEGORY	YEAR	STRUCTURE TYPE	FUNCTIONAL CLASS	OWNER	COUNTY	CITY	LAT	LONG
Murder Creek, Old Salem Rd	OLD SALEM RD	2.61	MURDER CREEK	31	63.5	2	2	4 M 18 (H 20)	Not Deficient	1955	Concrete continuous Culvert (includes frame culver	07 Rural Mjr Collector	County Hwy Agency	Linn	MILLERSBURG	44.665719	-123.060661
Santiam River Oflow, Hwy 164 at MP 6.98	HWY 164	6.98	SANTIAM RIVER OFLOW	473.1	29.5	2	19	5 MS 18 (HS 20)	Functionally Obsolete	1960	Prestressed concrete Slab	06 Rural Minor Arterial	State Highway Agency	Linn	UNKNOWN	44.710867	-123.027769
Santiam River Oflow, Hwy 164 at MP 7.12	HWY 164	7.12	SANTIAM RIVER OFLOW #4	293.9	28.9	2	14	5 MS 18 (HS 20)	Not Deficient	1958	Concrete Channel Beam	06 Rural Minor Arterial	State Highway Agency	Linn	UNKNOWN	44.710039	-123.030411
Morgan Creek, Hwy 164 (Slaughterhouse Creek)	HWY 164	5.27	MORGAN CREEK	116	0	2	3	0 Unknown	NA	1919	Concrete continuous Culvert (includes frame culver	NA	State Highway Agency	Marion	JEFFERSON	44.277428	-123.010261
Culvert, Hwy 58 at MP 7.36	OR 99E (HWY 58)	7.36	CREEK	12	0	4	2	5 MS 18 (HS 20)	NA	1992	Concrete continuous Culvert (includes frame culver	NA	State Highway Agency	Linn	TANGENT	44.562289	-123.110056
Culvert, Hwy 58 at MP 6.88	OR 99E (HWY 58)	6.88	SMALL CREEK	20	0	4	2	5 MS 18 (HS 20)	Not Deficient	1992	Concrete continuous Culvert (includes frame culver	06 Rural Minor Arterial	State Highway Agency	Linn	UNKNOWN	44.569033	-123.110022
Creek, Hwy 58 at MP 8.80	OR 99E (HWY 58)	8.8	CREEK	23	77.2	2	1	5 MS 18 (HS 20)	Not Deficient	1954	Concrete Channel Beam	06 Rural Minor Arterial	State Highway Agency	Linn	TANGENT	44.541414	-123.110086
Oak Creek, Hwy 58	OR 99E (HWY 58)	4.46	OAK CREEK	92	87	4	2	5 MS 22.5 (HS 25)	Not Deficient	1988	Prestressed concrete Slab	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.603358	-123.113425
Thornton Creek, Hwy 31	HWY 31	8.95	THORNTON CREEK	8	0	2	1	0 Unknown	NA	1926	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Benton	ALBANY	44.641961	-123.133861
Willamette River, Hwy 31 EB (Ellsworth St)	US 20 (HWY 31) EB	10.44	WILLAMETTE RIVER	1090	37	2	2	4 2 M 13.5 (H 15)	Functionally Obsolete	1925	Steel Truss - Thru	14 Urban Other Princ	State Highway Agency	Benton	ALBANY	44.6391	-123.106619
Culvert, Hwy 16 at MP 2.18	US 20 (HWY 16)	2.18	CREEK	8	0	2	1	0 Unknown	NA	1940	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	ALBANY	44.629594	-123.091889
Hwy 58 over City Street & UPRR	OR 99E (HWY 58)	2.42	CITY STREET & UPRR	552	61.7	4	8	2 M 13.5 (H 15)	Functionally Obsolete	1940	Steel continuous Stringer/Multi-beam or Girder	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.632444	-123.09896
Hwy 58 over Hwy 31	OR 99E (HWY 58)	2.42	CITY ST US 20	140	62.3	3	3	2 M 13.5 (H 15)	Not Deficient	1940	Concrete continuous Stringer/Multi-beam or Girder	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.631097	-123.10297
Santiam Canal, Hwy 58	OR 99E (HWY 58)	3.04	SANTIAM CANAL	32	0	8	2	5 MS 18 (HS 20)	Not Deficient	1940	Concrete continuous Culvert (includes frame culver	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.623544	-123.109675
Siphon, Hwy 58 at MP 3.06	OR 99E (HWY 058)	3.06	SIPHON	6	0	0	1	0 Unknown	NA	1940	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	ALBANY	44.622736	-123.11035
Periwinkle Creek, Hwy 58 SB	OR 99E (HWY 58) SB	1.56	PERIWINKLE CREEK	16	80	3	1	2 M 13.5 (H 15)	NA	1940	Concrete Slab	NA	State Highway Agency	Linn	ALBANY	44.633856	-123.086175
Cox Creek, Hwy 58	OR 99E (HWY 58)	0.69	COX CREEK	101.5	75.2	4	3	2 M 13.5 (H 15)	Functionally Obsolete	1940	Concrete continuous Girder and Floorbeam System	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.638917	-123.070158
Oak Creek Drainage Ditch, Hwy 58	OR 99E (HWY 58)	3.33	OAK CREEK DRAINAGE DITCH	6	0	2	1	0 Unknown	NA	1940	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	ALBANY	44.619208	-123.112928
Burkhart Creek, Hwy 1	I-5 (HWY 1) FRG.	234.45	BURKHART CREEK	8	0	7	1	0 Unknown	NA	1947	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	ALBANY	44.647669	-123.06225
Cox Creek, Hwy 1 Frtg Rd	I-5 (HWY 1) FRGT.	233.66	COX CREEK	45	35.6	2	3	5 MS 18 (HS 20)	Not Deficient	1940	Concrete Channel Beam	16 Urban Minor Arterial	State Highway Agency	Linn	ALBANY	44.636289	-123.06285
Culvert, Hwy 1 at MP 237.36	I-5 (HWY 1) NB	237.36	CULVERT	12	0	2	2	0 Unknown	NA	1900	Concrete continuous Culvert (includes frame culver	NA	State Highway Agency	Linn	UNKNOWN	44.689333	-123.052875
Culvert, Hwy 1 at MP 237.36	I-5 (HWY 1) SB	237.36	CULVERT	12	0	2	2	0 Unknown	NA	1900	Concrete continuous Culvert (includes frame culver	NA	State Highway Agency	Linn	UNKNOWN	44.689333	-123.052875
Trux Creek, Hwy 1	I-5 (HWY 1)	235.01	TRUX CREEK	26	0	6	3	5 MS 18 (HS 20)	Not Deficient	1947	Concrete continuous Culvert (includes frame culver	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.655442	-123.061019
Santiam Oflow, Hwy 1 at MP 238.46	I-5 (HWY 1)	238.46	SANTIAM OFLOW	15	0	6	2	0 Unknown	NA	1900	Concrete continuous Culvert (includes frame culver	NA	State Highway Agency	Linn	UNKNOWN	44.704914	-123.052689
Burkhart Creek, Knox Butte Rd	KNOX BUTTE RD	0.79	BURKHART CREEK	40	39.9	2	1	5 MS 18 (HS 20)	Not Deficient	1975	Prestressed concrete Slab	16 Urban Minor Arterial	CTY/MUN Hwy AGENCY	Linn	ALBANY	44.6437	-123.043519
Viewcrest Rd over Hwy 1	VIEWCREST ROAD	237.67	I-5 (HWY 1)	263	28.8	2	5	5 MS 18 (HS 20)	Functionally Obsolete	1958	Concrete continuous Stringer/Multi-beam or Girder	07 Rural Mjr Collector	State Highway Agency	Linn	UNKNOWN	44.693811	-123.052322
Murder Creek, Hwy 1 SB	I-5 (HWY 1) SB	235.71	MURDER CREEK	126	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	01 Rural Interstate	State Highway Agency	Linn	MILLERSBURG	44.666072	-123.059044
Hwy 1 NB over Murder Creek Rd	I-5 (HWY 1) NB	235.67	MURDER CREEK ROAD	131	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	01 Rural Interstate	State Highway Agency	Linn	MILLERSBURG	44.665414	-123.058769
Hwy 1 SB over Murder Creek Rd	I-5 (HWY 1) SB	235.67	MURDER CREEK ROAD	131	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	01 Rural Interstate	State Highway Agency	Linn	MILLERSBURG	44.665458	-123.059161
Murder Creek, Hwy 1 Frtg Rd	I-5 (HWY 1) FRGT.	235.73	MURDER CREEK	72	30.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	07 Rural Mjr Collector	State Highway Agency	Linn	MILLERSBURG	44.665758	-123.057878
Burkhart Creek, Hwy 1 Frtg Rd Rb	I-5 (HWY 1) FR	234.49	BURKHART CREEK	8	0	2	1	0 Unknown	NA	1958	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	ALBANY	44.647784	-123.062661
Hwy 1 NB over Knox Butte Rd (North Albany Intchg)	I-5 (HWY 1) NB	234.23	KNOX BUTTE ROAD	125	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.644769	-123.062333
Hwy 1 NB over Hwy 58 NB (North Albany Intchg)	I-5 (HWY 1) NB	234.16	OR 99E (HWY 058) NB	212	44.8	2	4	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.643922	-123.062358
Hwy 1 SB over Knox Butte Rd (North Albany Intchg)	I-5 (HWY 1) SB	234.23	KNOX BUTTE ROAD	139	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.644667	-123.062725
Hwy 1 SB over Hwy 58 NB (North Albany Intchg)	I-5 (HWY 1) SB	234.16	OR 99E (HWY 58) NB	194	44.8	2	4	5 MS 18 (HS 20)	Functionally Obsolete	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.643719	-123.062742
Hwy58 NB to Hwy1 over Knox Butte Rd (N Albany Int)	OR 99E (HWY 58) NB	0.46	KNOX BUTTE ROAD	130	40.8	1	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.644808	-123.061336
Cox Creek, Hwy 1 NB	I-5 (HWY 1) NB	233.65	COX CREEK	76	52.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.6361	-123.062069
Cox Creek, Hwy 1 SB	I-5 (HWY 1) SB	233.65	COX CREEK	76	44.8	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	ALBANY	44.636214	-123.062492
Hwy 16 over Hwy 1 & Conns	US 20 (HWY 16)	1.06	I-5 (HWY 1)	309	82.2	4	6	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	14 Urban Other Princ	State Highway Agency	Linn	ALBANY	44.630139	-123.062094
Grand Prairie Drive over Hwy 1	GRAND PRAIRIE DR.	231.91	I-5 (HWY 1)	32	30.8	2	4	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	15 Urban Minor Arterial	State Highway Agency	Linn	UNKNOWN	44.611092	-123.062038
Albany Ditch, Hwy 1 NB	I-5 (HWY 1) NB	231.55	ALBANY DITCH	78	42.3	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Slab	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.605906	-123.061811
Albany Ditch, Hwy 1 SB	I-5 (HWY 1) SB	231.55	ALBANY DITCH	78	42.3	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Slab	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.605919	-123.062197
Hwy 1 NB over AERC (Tallman Branch)	I-5 (HWY 1) NB	230.86	A&E RR	241.2	34.8	2	5	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.59585	-123.061786
Hwy 1 SB over AERC (Tallman Branch)	I-5 (HWY 1) SB	230.86	A&E RR	241.2	34.8	2	5	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.595981	-123.062186
Oak Creek, Hwy 1 NB	I-5 (HWY 1) NB	230.48	OAK CREEK	126	42.3	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.59035	-123.061767
Oak Creek, Hwy 1 SB	I-5 (HWY 1) SB	230.48	OAK CREEK	126	42.3	2	3	5 MS 18 (HS 20)	Not Deficient	1958	Concrete continuous Stringer/Multi-beam or Girder	11 Urban Interstate	State Highway Agency	Linn	UNKNOWN	44.590333	-123.062167
Periwinkle Creek, Hwy 1 SB	I-5 (HWY 1)	231.87	PERIWINKLE CREEK	6	0	4	1	0 Unknown	NA	1960	Concrete Culvert (includes frame culverts)	NA	State Highway Agency	Linn	UNKNOWN	44.610547	-123.062047
Sign Truss Br, Hwy 58 at MP 234.32	SIGN BRIDGE	0	I-5 (HWY 1)	90	0	3	1	0 Unknown	NA	1950	Steel Other	NA	State Highway Agency	Linn	ALBANY	44.646308	-123.062692
Willamette River, Hwy 31 WB (Lyon St)	US 20 (HWY 31) WB	1145	WILLAMETTE RIVER	146	48.2	2	7	5 MS 18 (HS 20)	Functionally Obsolete	1972	Steel continuous Stringer/Multi-beam or Girder	14 Urban Other Princ	State Highway Agency	Benton	ALBANY	44.639321	-123.105899
Hwy 210 over Hwy 58	OR 34 (HWY 210)	7.63	ORE HWY 99E	196	119.1	6	3	9 MS 22.5 (HS 25)	Not Deficient	1990	Concrete continuous Box Beam or Girders - Multiple	02 Rural Mjr Collector	State Highway Agency	Linn	TANGENT	44.555911	-123.110064
Lake Creek, North Lake Rd	N LAKE CREEK DR	0.81	LAKE CREEK	203	36.1	2	7	5 MS 18 (HS 20)	Not Deficient	1960	Prestressed concrete Slab	07 Rural Mjr Collector	County Hwy Agency	Linn	UNKNOWN	44.543969	-123.125711
Creek, Allen Ln	ALLEN LANE	0.2	CREEK	41	23.9	2	1	5 MS 18 (HS 20)	Not Deficient	1979	Prestressed concrete Slab	09 Rural Local	County Hwy Agency	Linn	UNKNOWN	44.578389	-123.12
Creek, McFarland Rd	MCFARLAND ROAD	0.41	CREEK	33	32	2	1	5 MS 18 (HS 20)	Not Deficient	1975	Prestressed concrete Slab	09 Rural Local	County Hwy Agency	Linn	UNKNOWN	44.566589	-123.114369
Creek, McFarland Ln	MCFARLAND LANE	0.18	CREEK	45	24.2	2	1	5 MS 18 (HS 20)	Not Deficient	1965	Prestressed concrete Slab	09 Rural Local	County Hwy Agency	Linn	UNKNOWN	44.569511	-123.112769
Oak Creek, Columbus St	COLUMBUS ST.	1.46	OAK CREEK	101	42.8	2	4	5 MS 18 (HS 20)	Not Deficient	1958	Concrete Stringer/Multi-beam or Girder	16 Urban Minor Arterial	County Hwy Agency	Linn	UNKNOWN	44.5941	-123.07965
Oak Creek Oflow, Columbus St	COLUMBUS ST.	1.53	OAK CREEK O'FLOW	22.5	40	2	2	5 MS 18 (HS 20)	Not Deficient	1991	Steel Culvert (includes frame culverts)	16 Urban Minor Arterial	County Hwy Agency	Linn	UNKNOWN	44.593117	-123.079661
Oak Creek, Lochner Rd	LOCHNER RD	1.17	OAK CR O'FLOW	114	25.3	2	4	4 M 18 (H 20)	Structurally Deficient	1959	Concrete Channel Beam	16 Urban Minor Arterial	CTY/MUN Hwy AGENCY	Linn	ALBANY	44.595589	-123.092689
Oak Creek Oflow, Lochner Rd	LOCHNER RD	1.08	OAK CR O'FLOW	95	25.4	2	5	4 M 18 (H 20)	Structurally Deficient	1959	Concrete Channel Beam	16 Urban Minor Arterial	CTY/MUN Hwy AGENCY	Linn	ALBANY	44.596968	-123.092668
Tributary of Lake Creek, Tangent Dr	TANGENT DR	0.08	TRIBUTARY OF LAKE CREEK	25	27.9	2	1	5 MS 18 (HS 20)	Structurally Deficient	1968	Prestressed concrete Slab	08 Rural min Collector	County Hwy Agency	Linn	UNKNOWN	44.542969	-123.108661
Albany Santiam Canal, Three Lakes Rd	THREE LAKES RD	1.47	ALBANY SANTIAM CANAL	30													

BRIDGE NAME	ROADWAY	MP	CROSSES	LENGTH (FT)	WIDTH (FT)	NO. OF LANES	NO. OF MAIN SPANS	DESIGN LOAD	DEFICIENT BRIDGE CATEGORY	YEAR	STRUCTURE TYPE	FUNCTIONAL CLASS	OWNER	COUNTY	CITY	LAT	LONG
Periwinkle Creek, Queen Ave	QUEEN AVE	0	PERIWINKLE CREEK	15.3	0	6	1	5 MS 18 (HS 20)	NA	1972	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.6251	-123.08375
Sign Cantilever Br, Hwy 1 SB at MP 237.95	SIGN BRIDGE	0	I-S (HWY 1) SB	27.3	0	1	1	0 Unknown	NA	2005	Steel Not Applicable	NA	State Highway Agency	Linn	UNKNOWN	44.697806	-123.052311
North Lake Creek, North Lake Creek Dr	N LAKE CREEK DR	0.49	N LAKE CREEK	25.3	32	2	4	5 MS 18 (HS 20)	Not Deficient	1996	Concrete Culvert (includes frame culverts)	07 Rural Mir Collector	County Hwy Agency	Linn	UNKNOWN	44.544511	-123.120281
Oak Creek, 53rd Ave at MP 0.14	53RD AVE	0.14	OAK CREEK	25.7	59.2	2	1	5 MS 18 (HS 20)	Not Deficient	2003	Concrete Culvert (includes frame culverts)	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.596819	-123.116739
Oak Creek, 53rd Ave at MP 0.28	53RD AVE	0.28	OAK CREEK	202.5	58.9	2	3	5 MS 18 (HS 20)	Not Deficient	2003	Prestressed concrete Slab	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.596831	-123.1193
Santiam-Albany Canal, 5th Ave	5TH AVE	0.37	SANTIAM-ALBANY CANAL	26.2	66.5	2	1	HL93	Functionally Obsolete	2003	Prestressed concrete Slab	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.633411	-123.11839
Albany Santiam Canal, Hill St SE (Chartwell Sta)	HILL ST SE	0	Albany Santiam Canal	49.2	40	2	1	4 M 18 (H 20)	Not Deficient	2004	Prestressed concrete Slab	19 Urban Local	CTY/MUN Hwy AGCY	Linn	ALBANY	44.606269	-123.089661
Burkhart Creek, Expo Parkway	Expo Parkway	0	Burkhart Creek	30.5	28.8	2	1	6 MS18(HS20)+mod	Functionally Obsolete	2003	Prestressed concrete Slab	19 Urban Local	CTY/MUN Hwy AGCY	Linn	ALBANY	44.645839	-123.055681
Sign Truss Bridge, Hwy 1 NB at MP 236.80 (VMS)	SIGN BRIDGE	0	I-S (HWY 1)	63	0	2	1	0 Unknown	NA	2007	Steel Not Applicable	NA	State Highway Agency	Linn	MILLERSBURG	44.680814	-123.054042
Periwinkle Creek, 2nd Ave	2nd Ave	0	PERIWINKLE CREEK	19.7	0	2	1	9 MS 22.5 (HS 25)	Not Deficient	2007	Concrete Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.638658	-123.086458
S Fork Oak Creek, Ellingson Rd.	Ellingson Rd.	0	S Fork Oak Creek	9	50	2	1	Other	NA	1990	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.589269	-123.111942
S Fork Oak Creek, Belmont Ave.	Belmont Ave.	0	S Fork Oak Creek	8.5	82	2	2	Other	NA	1985	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.59025	-123.114419
S Fork Oak Creek, Morse Ave.	Morse Ave.	0	S Fork Oak Creek	15	64	2	1	Other	Not Deficient	2007	Aluminum, Wrought Iron, or Cast Iron Culvert (incl	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.592519	-123.1115
Santiam-Albany Canal, Waverly Dr.	Waverly Dr.	0	Santiam-Albany Canal	12	85	2	1	Other	NA	1990	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.605917	-123.073139
Santiam-Albany Canal, Marion St.	Marion St.	0.9	Santiam-Albany Canal	12	81	2	1	Other	NA	1973	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.607833	-123.097944
Santiam-Albany Canal, 34th Ave.	34th Ave.	0.9	Santiam-Albany Canal	12	109	4	1	Other	NA	1990	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.610028	-123.102417
Santiam-Albany Canal, 25th Ave.	25th Ave.	0	Santiam-Albany Canal	12	59	2	1	Other	NA	1999	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.616431	-123.105278
Santiam-Albany Canal, 3rd Ave.	3rd Ave.	0	Santiam-Albany Canal	15	24	2	1	Other	Not Deficient	2008	Other Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.636036	-123.109317
Periwinkle Creek, Waverly Dr.	Waverly Dr.	0.9	Periwinkle Creek	18	140	4	3	Other	NA	1972	Concrete Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.612806	-123.073228
Periwinkle Creek, Grand Prairie Rd.	Grand Prairie Rd.	0.5	Periwinkle Creek	13	107	2	1	Other	NA	1968	Aluminum, Wrought Iron, or Cast Iron Culvert (incl	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.615394	-123.076317
Periwinkle Creek, 21st Ave.	21st Ave.	0.9	Periwinkle Creek	19	60	2	1	Other	NA	1970	Aluminum, Wrought Iron, or Cast Iron Culvert (incl	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.621786	-123.081525
Periwinkle Creek, Santiam Rd.	Santiam Rd.	0.1	Periwinkle Creek	16	84	2	1	Other	NA	1985	Steel Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.635689	-123.085511
Periwinkle Creek, Water Ave.	Water Ave.	0.9	Periwinkle Creek	16	96	2	1	Other	NA	1958	Concrete Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.640238	-123.086994
North Foot Bridge over Cox Creek (Salem Ave)	BIKE/PEDEST	0	COX CREEK	75	11.2	0	1	Other	NA	1980	Steel Truss - Thru	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.641778	-123.069167
South Foot Bridge over Cox Creek (Salem Ave)	BIKE/PEDEST	0	COX CREEK	120	11.2	0	1	Other	NA	1980	Steel Truss - Thru	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.641694	-123.068778
Periwinkle Creek over 2nd Ave	2nd Ave	0	PERIWINKLE CREEK	20.1	0	2	1	Other	Not Deficient	2008	Concrete Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.638631	-123.086569
Timber St. SE over Creek	Timber St SE	0	CREEK	8	50	2	1	Other	NA	1980	Concrete Culvert (includes frame culverts)	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.6428	-123.05355
Sign Cantilever Br, Hwy 1 NB at MP 238.10	SIGN BRIDGE	0	I-S (HWY 1) NB	39	0	1	1	Other	NA	2011	Steel Not Applicable	NA	State Highway Agency	Linn	UNKNOWN	44.700161	-123.051631
Sign Cantilever Br, Hwy 1 NB at MP 238.28	SIGN BRIDGE	0	I-S (HWY 1) NB	39	0	1	1	Other	NA	2011	Steel Not Applicable	NA	State Highway Agency	Linn	UNKNOWN	44.701631	-123.054678
Crooks Creek, County Rd 310	COUNTY RD 310	0.73	CROOKS CREEK	26	44	2	1	5 MS 18 (HS 20)	Not Deficient	2009	Prestressed concrete Slab	09 Rural Local	CTY/MUN Hwy AGCY	Linn	MILLERSBURG	44.698353	-123.073583
Truax Creek, Old Salem Rd	OLD SALEM RD	3.19	TRUAX CREEK	43	29.6	2	2	4 M 18 (H 20)	Structurally Deficient	1957	Concrete Channel Beam	07 Rural Mir Collector	County Hwy Agency	Linn	ALBANY	44.65835	-123.0627
Murder Creek, Nygren Rd	NYGREN ROAD	0.01	MURDER CREEK	28	28.2	2	1	5 MS 18 (HS 20)	Not Deficient	1962	Prestressed concrete Slab	09 Rural Local	CTY/MUN Hwy AGCY	Linn	MILLERSBURG	44.664931	-123.06205
Creek, County Rd 367	COUNTY RD 367	0.49	CREEK	19	42	2	1	5 MS 18 (HS 20)	NA	1966	Prestressed concrete Slab	NA	County Hwy Agency	Linn	UNKNOWN	44.647783	-123.062672
Santiam-Albany Canal, 9th Ave	9TH AVE	0.37	SANTIAM-ALBANY CANAL	35	66	2	2	4 M 18 (H 20)	Not Deficient	1930	Concrete continuous Slab	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.6303	-123.11135
Periwinkle Canal, Salem Ave	SALEM AVE	0	PERIWINKLE CREEK	77	49.8	2	1	5 MS 18 (HS 20)	Not Deficient	1978	Prestressed concrete Stringer/Multi-beam or Girder	16 Urban Minor Arterial	CTY/MUN Hwy AGCY	Linn	ALBANY	44.637911	-123.085681
Cox Creek, Salem Ave	SALEM AVE	0	COX CREEK	47	34.8	2	1	3 MS 13.5 (HS 15)	Structurally Deficient	1940	Concrete Stringer/Multi-beam or Girder	16 Urban Minor Arterial	CTY/MUN Hwy AGCY	Linn	ALBANY	44.641731	-123.086981
Calapooia River, 3rd Ave	3RD AVE	0.37	CALAPOOIA RIVER	223	27.7	2	2	5 MS 18 (HS 20)	Structurally Deficient	1960	Concrete continuous Stringer/Multi-beam or Girder	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.635161	-123.1125
Santiam-Albany Canal, Columbus Ave	COLUMBUS ST.	0	SANTIAM-ALBANY CANAL	22	46.2	2	1	3 MS 13.5 (HS 15)	NA	1958	Concrete Channel Beam	NA	CTY/MUN Hwy AGCY	Linn	ALBANY	44.605939	-123.079572
Santiam-Albany Canal, 7th Ave	7TH AVE	0.37	SANTIAM-ALBANY CANAL	23	65	2	1	0 Unknown	Not Deficient	1930	Concrete Slab	17 Urban Collector	CTY/MUN Hwy AGCY	Linn	ALBANY	44.631873	-123.111472
Santiam-Albany Canal, 4th Ave	4TH AVE	0.37	SANTIAM-ALBANY CANAL	22.4	67	2	1	0 Unknown	Not Deficient	1930	Concrete Slab	19 Urban Local	CTY/MUN Hwy AGCY	Linn	ALBANY	44.634189	-123.112011
Santiam-Albany Canal, 11th Ave	11TH AVE	0	SANTIAM-ALBANY CANAL	25	67.2	2	1	0 Unknown	Not Deficient	1930	Concrete Slab	19 Urban Local	CTY/MUN Hwy AGCY	Linn	ALBANY	44.62875	-123.11108
Santiam-Albany Canal, 10th Ave	10TH AVE	0.37	SANTIAM-ALBANY CANAL	25	67	2	1	0 Unknown	Not Deficient	1930	Concrete Slab	19 Urban Local	CTY/MUN Hwy AGCY	Linn	ALBANY	44.629519	-123.110969
Calapooia River, Riverside Dr	RIVERSIDE DR	-1	CALAPOOIA RIVER	208	40.6	2	5	5 MS 18 (HS 20)	Not Deficient	1960	Concrete continuous Stringer/Multi-beam or Girder	07 Rural Mir Collector	County Hwy Agency	Linn	ALBANY	44.619869	-123.128589

Segment ID	Segment	Rating	Sidewalk	Landscape/Planter (or street trees)	Bike Lane	Parking	City
101	Hwy 99 (MPO Boundary - Tangent Dr)	Poor	no	partial	partial	no	Tangent
102	Hwy 99 (Tangent Dr - Lake Creek Dr)	Fair	both	planter strip	yes	no	Tangent
103	Hwy 99 (Lake Creek Dr - Old Hwy 34)	Poor	gaps	no	yes	no	Tangent
104	Hwy 99 (Old Hwy 34 s Madison)	Fair	both	partial	partial	no	Albany
105	Hwy 99 (Madison St - Geary St)	Good	both	planter strip & trees	yes	no	Albany
106	Hwy 99 (Madison St - Albany Ave)	Fair	both	partial	yes	no	Albany
110	Ellingson Rd (Hwy 99 - Columbus St)	Poor	no	no	no	no	Albany
121	Marion St (38th Ave to 13th Ave)	Fair	both	partial	yes	partial	Albany
122	Lochner Rd/Marion St (Ellingson Rd - 38th Ave)	Poor	no	partial	partial	no	Albany
130	34th (Hwy 99 - Waverly Dr)	Fair	both	partial	yes	no	Albany
140	Seven Mile Way (east Columbus)	Poor	no	no	no	no	Albany
150	Waverly Drive (18th St - Salem Ave)	Fair	both	partial	partial	partial	Albany
151	Waverly Drive (28th St - 18th)	Poor	gaps	partial	yes	partial	Albany
152	Waverly Drive (36th - 28th St)	Fair	both	partial	yes	no	Albany
153	Waverly Drive (Cascade Dr about 125 feet south to 36th St)	Good	Both	yes	yes	no	Albany
154	Columbus St. (Ellingson Rd - Cascade Dr about 125 feet south)	Poor	no	no	yes	no	Albany
155	Columbus St. (Cascade Dr - Becca Ct)	poor	gaps	no	no	no	Albany
156	Columbus (Del Rio Ave - 36th Ave)	Poor	gaps	no	yes	yes	Albany
157	Columbus (36th Ave - 34th Ave)	Fair	both	partial	yes	yes	Albany
161	Spicer Rd (Santiam Hwy - Home Depot)	Good	both	planter strip	yes	no	Albany
162	Spicer Rd (Santiam Hwy - Home Depot)	Fair	both	partial	no	yes	Albany
163	Three Lakes Rd/Spicer Rd (Fescue St - Seven Mile Way)	Poor	no	partial	partial	no	Albany
171	Grand Prairie Rd (Geary to Lexington St)	Fair	both	partial	yes	no	Albany
172	Grand Prairie Rd (Lexington to East MPO Boundary)	Poor	no	no	no	no	Albany
181	Geary St (34th Ave - 350 ft north of 21st Ave)	Poor	gaps	no	yes	no	Albany
182	Geary St (350 ft north of 21st Ave - Front Ave)	Fair	both	partial	yes	no	Albany
191	Queen Ave (West Boundary to about the Power Plant)	Poor	gaps	no	yes	no	Albany
192	Queen Ave (Waverly Dr - West Boundary)	Fair	both	partial	yes	no	Albany
201	7th Ave (Jackson St - Madison St)	Poor	no	no	no	partial	Albany
202	7th Ave (Madison St - Main St)	Good	both	planter strip	no	yes	Albany
203	Main St (7th Ave - 4th Ave)	Poor	gaps	no	no	no	Albany
204	Main Street (4th - 2nd Ave)	Fair	both	partial	no	no	Albany
211	US 20 (West Boundary - Springhill Road)	Poor	no	no	no	no	Albany
212	US 20 SB - SW Ellsworth St (Springhill Road - Hwy 99)	Good	both	planter strip & trees	no	yes	Albany
213	US 20 NB - SE Lyon St (Springhill Road- Hwy 99)	Fair	both	partial	no	yes	Albany
214	US 20 (Albany Amtrack junction - Price Rd)	Fair	both	partial	no	no	Albany
215	US 20 (Price Rd - East Boundary)	Poor	no	partial	yes	no	Albany
220	Santiam Rd (Main St - Cleveland St)	Good	both	planter strip	yes	no	Albany
221	Santiam Rd (Cleveland St - Hwy 99)	Fair	both	partial	yes	no	Albany
230	SE 2nd Ave (Washington St - Jackson St)	Fair	both	partial	yes	yes	Albany
231	SE 2nd Ave (Jackson St - Main St)	Good	both	planter strip	yes	yes	Albany
242	W 1st Ave (Washington St - Lyons St)	Good	both	street trees	yes	yes	Albany
241	W 1st Ave (Lyons St - Jackson St)	Fair	both	partial	yes	yes	Albany
240	W 1st Ave (Jackson St - Main St)	Good	both	planter strip	yes	yes	Albany
250	Salem Ave (changes to Old Salem Rd to Main St)	Fair	both	partial	yes	partial	Albany
261	Goldfish Farm Rd (Knox Butte to Dogwood)	Fair	both	partial	yes	no	Albany
262	Goldfish Farm Rd (Dogwood to Hwy 20)	Poor	no	no	no	no	Albany
263	Goldfish Farm Rd (Hwy 20 - Creel Ave)	Good	both	planter strip	yes	partial	Albany
270	Knox Butte Rd (I-5 - East Boundary)	Poor	gaps	partial	partial	no	Albany
280	ScarvelHill Rd (Santiam - Knox Butte)	Poor	no	no	no	no	Albany
290	Scenic Drive (Hwy 20 - Palestine)	Poor	gaps	partial	partial	no	North Albany
300	Oak Grove Drive (Gibson Hill Rd - Palestine Ave)	Poor	no	no	yes	no	North Albany
310	Gibson Hill (Scenic Dr - Kallie St)	Poor	no	no	yes	no	North Albany
311	Gibson Hill (Kallie St - North Albany St)	Good	both	planter strip	yes	no	North Albany
321	North Albany Rd (US 20 to Gibson Hill Rd)	Fair	both	partial	yes	no	North Albany
322	North Albany Rd (Gibson Hill Rd to End)	Good	both	yes	yes	no	North Albany
323	North Albany Rd (Gibson Hill Rd - 23rd Ave)	Good	both	planter strip	yes	no	North Albany
331	Spring Hill Rd (Hwy 20 - Hickory St)	Fair	both	no	no	no	North Albany
332	Spring Hill Rd (Hickory St - Boundary)	Poor	gaps	no	partial	no	North Albany
340	Old Salem Rd (I-5 Ramps to change to Salem Ave)	Poor	gaps	no	yes	no	Millersburg

Segment ID	Segment	Rating	Sidewalk	Landscape/Planter (or street trees)	Bike Lane	Parking	City
351	Morningstar Rd (Old Salem Rd to Millersburg Dr)	Poor	no	no	no	no	Millersburg
352	Millersburg Dr (Morningstar Rd to Woods Dr)	Fair	both	no	yes	no	Millersburg
353	Millersburg Dr (Woods Dr to AAMPO Boundary)	Poor	no	no	no	no	Millersburg
360	Conser (Old Salem Rd - about 300 feet west of Castillo Dr)	Fair	both	no	yes	no	Millersburg
361	Conser (about 300 feet west of Castillo Dr - West Boundary)	Poor	gaps	no	yes	no	Millersburg
371	Hwy 164 (Talbot St to University St)	Poor	no	no	yes	no	Jefferson
372	Hwy 164 (University St to Hazel Street)	Fair	both	partial	yes	partial	Jefferson
373	Hwy 164 (Hazel St to I-5 SB Ramps)	Poor	gaps	no	no	no	Jefferson
380	Main Street/Jefferson-Scoio Dr (Hwy 164 to 5th St)	Poor	no	no	partial	no	Jefferson
390	North Ave/Marion Rd (Hwy 164 -	Poor	gaps	no	no	no	Jefferson
400	Talbot Rd	Poor	no	no	no	no	Jefferson
410	Tangent Drive (Hwy 99 - MPO Boundary)	Poor	no	no	no	no	Tangent
421	Lake Creek Drive (Meadowlark Loop - MPO Boundary)	Poor	gaps	no	yes	no	Tangent
422	Lake Creek Drive (Hwy 99 - Meadowlark Loop)	Fair	both	no	yes	partial	Tangent
430	Hwy 34	Poor	no	no	no	no	Tangent
440	14th Ave (Geary St - Waverly Dr)	Fair	both	no	yes	no	Albany
450	20th Ave (21st Ave - Waverly Dr)	Fair	both	no	no	yes	Albany
460	21st Ave (Geary St - 20th Ave)	Fair	both	no	no	yes	Albany
461	21st Ave (Waverly Dr - Center St)	Poor	gaps	partial	yes	no	Albany
470	24th Ave (Hill St - Oak St)	Good	both	planter strip	no	yes	Albany
471	24th Ave (Oak St - Geary St)	Poor	gaps	partial	no	yes	Albany
472	24th Ave (Liberty St - Pacific Blvd)	Poor	gaps	no	no	yes	Albany
480	28th St (Marion St - Pine St)	Good	both	planter strip	no	yes	Albany
481	28th St (Pine St - Geary St)	Poor	gaps	no	no	yes	Albany
490	3rd St (Vine St - Lyons St)	Good	both	partial	no	yes	Albany
500	3rd (Hazel St - North Ave)	Poor	gaps	no	no	yes	Jefferson
510	53rd (Chinook Dr - Hwy 99E)	Fair	both	partial	yes	no	Albany
520	5th (Elm St - Washington St)	Good	both	planter strip	no	yes	Albany
530	5th (Delores Dr - Columbia St)	Fair	both	no	no	yes	Jefferson
531	5th (Columbia St - Elm St)	Poor	gaps	partial	no	yes	Jefferson
540	7th St (Jackson St - Madison St)	Poor	gaps	no	no	no	Albany
541	7th St (Madison St - Main Street)	Good	both	planter strip	no	yes	Albany
550	7th St (Greenwood - Maple Ct)	poor	gaps	no	no	yes	Jefferson
560	9th St (Broadway St - Ellsworth St)	Good	both	planter strip	no	yes	Albany
570	Airport Rd (US 20 - Hwy 99E)	Poor	gaps	no	no	no	Albany
580	Albany Ave (Hwy 99E - Salem Ave)	Poor	gaps	no	no	no	Albany
590	Alexander Ln (Woods Rd - Old Salem Rd)	Fair	both	no	yes	no	Millersburg
600	Allen Ln (Looney Ln - Hwy 99E)	Poor	no	no	no	partial	Albany
610	Belmont Ave (Hwy 99E - Piedmont Pl)	Fair	both	no	yes	yes	Albany
611	Belmont Ave (Piedmont Pl - Looney Ln)	Poor	gaps	no	yes	yes	Albany
612	Belmont Ave (Looney Ln - Nelson Pl)	Good	both	no	yes	yes	Albany
620	Blackberry Lane/ Old Oak Road	Poor	gaps	no	no	yes	Tangent
630	Broadway St (Queen Ave - 9th Ave)	Fair	both	partial	no	yes	Albany
640	Bryant Way (West Boundary - 3rd St)	Poor	gaps	no	no	no	Albany
650	Burkhard St (US 20 - Hwy 99E)	Fair	both	no	yes	no	Albany
660	Cemetery Hill Rd (North Ave - East Boundary)	Poor	gaps	no	no	no	Jefferson
670	Center ST (Hannah Ave - 21st Ave)	Good	both	planter strip	no	yes	Albany
671	Center ST (17th Ave - Hannah Ave)	Fair	both	partial	no	yes	Albany
672	Center ST (17th Ave - US 20)	Good	both	planter strip	no	yes	Albany
680	Century Dr (Knox Butte Rd - Berry Dr)	Poor	gaps	no	no	no	Albany/Millersburg
690	Chinook Dr (53rd Ave - Salmon Ct)	Good	both	planter strip	partial	yes	Albany
700	Clay St (14th Ave - US 20)	Fair	both	no	yes	no	Albany
710	Crocker Ln (Gibson Hill Rd - Valley View Dr)	Poor	no	no	yes	no	Albany
720	Del Rio Ave (Columbus St - Waverly Dr)	Fair	both	partial	yes	yes	Albany
721	Del Rio Ave (End - Waverly Dr)	Poor	gaps	no	no	yes	Albany
730	Dogwood Ave (Timber St - Goldfish Farm Rd)	Good	both	planter strip	yes	no	Albany
731	Dogwood Ave (Goldfish Farm Rd - Churchill Downs St)	Good	gaps	partial	yes	yes	Albany
740	Edgewood Dr (Mirada Dr - Thornton Lake Dr)	Poor	gaps	no	no	no	Albany
750	Elm St (24th Ave - 16th Ave)	Fair	both	partial	yes	yes	Albany
751	Elm St (16th Ave - 13th Ave)	Good	both	planter strip	yes	yes	Albany

Segment ID	Segment	Rating	Sidewalk	Landscape/Planter (or street trees)	Bike Lane	Parking	City
752	Elm St (13th Ave - 10th Ave)	Fair	both	partial	yes	yes	Albany
753	Elm St (10th Ave - 5th Ave)	Good	both	planter strip	yes	yes	Albany
760	Ferry St (34th Ave - Queen Ave)	Poor	gaps	no	yes	yes	Albany
770	Greenwood Dr (2nd St - Fairfield Ct)	Poor	no	no	no	yes	Jefferson
771	Greenwood Dr (Fairfield Ct - 7th St)	Fair	both	no	no	yes	Jefferson
780	Hazel St (2nd St - 13th St)	Fair	both	no	no	yes	Jefferson
790	Hickory Ave (North Albany Rd - Springhill Dr)	Good	both	planter strip	yes	no	Albany
800	High St (Main St - 3rd St)	Poor	gaps	no	no	yes	Jefferson
801	High St (3rd St - 5th St)	Fair	both	no	no	yes	Jefferson
810	Hill St (34th Ave - 7th Ave)	Good	both	planter strip	no	yes	Albany
820	Jackson St/Marion St (Queen Ave - 7th Ave)	Fair	both	partial	yes	yes	Albany
830	Killdeer Ave(Hwy 99E - Airport Rd)	Poor	gaps	partial	yes	no	Albany
840	Lanier St (Belmont Ave - Hwy 99E)	Fair	both	no	yes	no	Albany
850	Lexington St (Grand Prairie Rd - 30th Ave)	Poor	gaps	partial	yes	no	Albany
851	Lexington St (30th Ave - 21st Ave)	Good	both	planter strip	yes	no	Albany
860	Liberty St (24th Ave - High School Xing ~1000ft north)	Poor	gaps	no	yes	yes	Albany
861	Liberty St (High School Xing ~1000ft north - Queen Ave)	Fair	both	partial	yes	yes	Albany
870	Looney Ln (End - Belmont Ave)	Poor	gaps	partial	no	yes	Albany
871	Looney Ln (OR 34 - Allen Ln)	Poor	no	no	no	no	Albany
880	Madison St (Hwy 99E - 7th Ave)	Fair	both	partial	no	no	Albany
890	McFarland (Lake Creek Dr - OR 34)	Poor	no	no	no	no	Tangent
900	Oak St (Queen Ave - Hwy 99E)	Fair	both	partial	yes	partial	Albany
910	Old Hwy 34 (Looney Ln - Columbus St)	Poor	no	no	no	no	Albany/Tangent
920	Palestine Ave (Oak Grove Dr - Scenic Dr)	Poor	no	no	no	no	Albany
930	Price Rd (US 20 - Timber Ave)	Good	both	partial	yes	no	Albany
940	Quarry Rd (North Albany Rd - Springhill Rd)	Poor	no	no	yes	partial	Albany
950	Skyline Dr (Mirada Dr - Gibson Hill Rd)	Poor	gaps	partial	no	partial	Albany
960	Somerset Dr (End - Clover Ridge Rd)	Good	both	planter strip	no	yes	Albany
961	Somerset Dr (Clover Ridge Rd - Timber Ridge St)	Good	both	planter strip	no	partial	Albany
970	Timber St (Dogwood Ave - Knox Butte Rd)	Good	both	planter strip & trees	yes	no	Albany
980	Timber Ridge St (Knox Butte Rd - Somerset Dr)	Good	both	planter strip	yes	no	Albany
990	Valley View Dr (Scenic Dr - Crocker Ln)	Poor	gaps	partial	no	no	Albany
10	Washington St (14th Ave - 1st St)	Good	both	planter strip	no	partial	Albany
20	West Thornton Lake Dr (Scenic Dr - North Albany Rd)	Poor	no	no	no	no	Albany
30	Woods Rd (Conser St - Millersburg Dr)	Poor	gaps	partial	no	no	Millersburg
40	Clover Ridge Rd (Knox Butte - Bentley Dr)	Poor	gaps	no	yes	no	Albany
41	Clover Ridge Rd (Bentley Dr - Somerset Dr)	Fair	both	partial	yes	no	Albany
42	Clover Ridge Rd (Somerset Dr - North Boundary)	Poor	gaps	no	yes	no	Albany

Description of Rating	
Good	sidewalks on both sides with a landscape/planter strip
Fair	sidewalks on both sides with a bike lane or parking lane (curb tight)
Poor	limited sidewalks, partially on one side or no sidewalks (gaps)

Segment ID	Segment	Level of Stress ¹	Bike Lane Category	Bike Lane Category Description	Number of Travel Lanes (per direction)	Width Bike Lane (+ parking) in Feet ²	Posted Speed Limit (mph) ³	Bike Lane Blockage (driveways, loading zones, stopped buses or parking maneuvers)	ADT ⁴	Paved Shoulder Width (ft) ²	Ped Xings	Intersection: RT Lane exclusive	Location
1001	Hwy 99 (AAMPO South Boundary - Hwy 34 WB Off Ramps)	3	4	Rural (<45 mph)	1	-	45	-	2,619	3 to 6	yes (2)	yes (@ OR 34 NB and SB Ramps)	Tangent
1002	Hwy 99 (Hwy 34 WB Off Ramps to Albany Train Station)	4	2	Bike Lane - No Separation	2	5.5 to 7	45 & 55	no	-	-	yes (18)	yes (@ 53rd Avenue, 24th Avenue)	Albany/Tangent
1003	Hwy 99 (Albany Train Station to end of Overpass above the rail tracks)	4	3	Mixed Traffic	2	-	35	-	-	-	no	no	Albany
1004	Hwy 99 (Overpass above the rail tracks - Geary Ave)	3	2	Bike Lanes - No Separation	2	<5.5	35	-	-	-	yes (6)	yes (@ 7th Avenue)	Albany
1005	Hwy 99 (Geary Ave to Burkhardt St)	4	3	Mixed Traffic	2	<5.5	35	no	-	-	no	no	Albany
1006	Hwy 99 (Burkhardt St to change to Knox Butte)	3	2	Bike Lanes - No Separation	2	<5.5	35	no	-	-	yes (5)	yes (@ Santiam Road, Waverly Drive, Airport Road)	Albany
1100	Ellingson Rd (Hwy 99 - Columbus St)	3	4	Rural (≥45 mph)	1	-	55	-	1967	0 to 3	no	no	Albany
1201	Lochner Rd (Ellingson Rd - Lochner Rd)	3	4	Rural (≥45 mph)	1	-	55	-	1640**	0 to 3	no	yes (@ Marion Street, 34th Avenue)	Albany
1202	Marion St (34th Ave to Queen Ave)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	-	yes (5)	no	Albany
1300	34th (Hwy 99 - Waverly Dr)	3	2	Bike Lane - No Separation and Frequent Blockage	1	<5.5	35	some on-street parking	-	-	yes (6)	yes (@ OR 99E, to ATI Albany Operations, Marion Street, Waverly Drive)	Albany
1400	Seven Mile Way (Columbus to AAMPO East Boundary)	4	3	Mixed Traffic	1	-	55	-	N/A	-	no	no	Albany
1501	Waverly Drive (US 20 to SE Salem Rd)	2	3	Mixed Traffic	1	-	25	-	-	-	yes (4)	yes (@ Salem Avenue)	Albany
1502	Waverly Drive/Columbus St (South AAMPO Boundary - Hwy 20)	4	2	Bike Lane - No Separation	1	<5.5	40	some on-street parking	-	-	yes (16)	yes (@ US 20, Queen Avenue, 21st Avenue, Grand Prairie Road, 36th Avenue)	Albany
1503	Columbus (Del Rio Ave - 34th Ave)	2	2	Bike Lane - No Separation	1	<5.5	25	some on-street parking	-	-	yes (2)	yes (@ 34th Avenue)	Albany
1600	Fescue St (US 20 - 18th Ave)	1	2	Bike Lane - No Separation	1	5.5 - 7	25	-	-	-	yes (2)	no	Albany
1600b	Fescue St (18th Ave - end)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Albany
1601	Spicer Rd (Fescue St to Circle Dr)	2	2	Bike Lane - No Separation	1	<5.5	25	no	-	-	yes (2)	yes (@ Fescue Street)	Albany
1602	Three Lakes Rd/Spicer Rd (Circle Dr to Seven Mile Way)	2	3	Mixed Traffic	1	-	25	-	-	-	no	no	Albany
1701	Grand Prairie Rd (Geary to Lexington St [~600 feet east the bike lanes ends])	4	2	Bike Lane - No Separation	1	<5.5	40	no	-	-	yes (3)	yes (@ Geary Street, Waverly Street)	Albany
1702	Grand Prairie Rd (Lexington St to AAMPO East Boundary)	3	4	Rural (≥45 mph)	1	-	45	-	4516	0 to 3	no	no	Albany
1800	Geary St (34th Ave - Salem Ave)	3	2	Bike Lane - No Separation and Frequent Blockages	1	<5.5	35	some on-street parking and driveways	-	-	yes (14)	yes (@ 34th Avenue, Queen Avenue, 3 to Heritage Plaza, 14th Avenue, US 20, OR 99E, Salem Avenue)	Albany
1900	Queen Ave (Waverly Dr - AAMPO West Boundary)	3	2	Bike Lane - No Separation and Frequent Blockages	1	5.5 to 7	35	potentially "frequent" driveways	-	-	yes (16)	yes (@ OR 99E, Hill Street)	Albany
2000	Main St (7th Ave - 2nd Ave)	2	3	Mixed Traffic	1	-	25	no	-	-	yes (2)	no	Albany
2101	US 20 (AAMPO West Boundary to North Albany Rd)	4	4	Rural (≥45 mph)	1	-	45	-	17,200	0 to 3	no	yes (@ North Albany Road)	Albany
2102	US 20 (North Albany Rd to Willamette River)	2	2	Bike Lane - No Separation	2	<5.5	30	no	-	-	yes (1)	yes (@ Springhill Drive)	Albany
2103	US 20 SB - SW Ellsworth St (Willamette River - Hwy 99)	3	3	Mixed Traffic	2	-	25	-	-	-	yes (12)	no	Albany
2104	US 20 NB - SE Lyon St (Willamette River - Hwy 99)	3	3	Mixed Traffic	2	-	25	-	-	-	yes (8)	no	Albany
2107	US 20 (Geary St to Burkhardt St)	4	2	Bike Lane - No Separation	2	<5.5	35	no	-	-	no	no, but cyclists must yield and cross a lane of traffic	Albany
2108	US 20 (Burkhardt St to Waverly Dr)	3	2	Bike Lane - No Separation	2	<5.5	35	yes	-	-	yes (6)	no	Albany

Segment ID	Segment	Level of Stress ¹	Bike Lane Category	Bike Lane Category Description	Number of Travel Lanes (per direction)	Width Bike Lane (+ parking) in Feet ²	Posted Speed Limit (mph) ³	Bike Lane Blockage (driveways, loading zones, stopped buses or parking maneuvers)	ADT ⁴	Paved Shoulder Width (ft) ²	Ped Xings	Intersection: RT Lane exclusive	Location
2109	US 20 (Waverly Dr to Goldfish Farm Rd)	4	2	Bike Lane - No Separation	2	<5.5	45	no		3 to 6	yes (4)	yes (@ Center Street, Fescue Street, Goldfish Farm Road)	Albany
2110	US 20 (Goldfish Farm Rd to Scrael Hill Rd)	3	4	Rural (≥45 mph)	1	-	55	no	7,700	3 to 6	no	no	Albany
2200	Santiam Rd (Main St - Hwy 99)	2	2	Bike Lane - No Separation	1	<5.5	25	no	-	-	yes (3)	yes (@ Geary Street, OR 99E)	Albany
2300	SE 2nd Ave (Washington St - Main St)	3	2	Bike Lane - No Separation and Frequent Blockage	2	<=13	25	some on-street parking	-	-	yes (9)	yes (@ Main Street)	Albany
2400	W 1st Ave (Washington St - Main St)	3	2	Bike Lane - No Separation and Frequent Blockage	2	<=13	25	some on-street parking	-	-	yes (11)	yes (@ US 20)	Albany
2500	Salem Ave (changes to Old Salem Rd to Main St)	3	2	Bike Lane - No Separation	1	<5.5	35	some on-street parking	-	-	yes (7)	yes (@ Albany Avenue)	Albany
2601	Goldfish Farm Rd (Knox Butte Rd to Dogwood Ave)	3	2	Bike Lane - No Separation	1	<5.5	35	no	-	-	no	Yes (Knox Butte Road)	Albany
2602	Goldfish Farm Rd (Dogwood Ave to US 20)	4	3	Mixed Traffic	1	<5.5	40	-	-	-	no	no	Albany
	Goldfish Farm Rd (US 20 - Creel Ave)	3	2	Bike Lane - No Separation	1	<5.5	35	Frequent Driveways and parking	-	-	yes (2)	yes (to Walmart)	Albany
2701	Knox Butte Rd (I-5 - Scrael Hill Rd)	4	2	Bike Lane - No Separation	1	<5.5	45	no	-	-	yes (1)	Yes (@ Timber Street, Goldfish Farm Road)	Albany
2702	Knox Butte Rd (Scrael Hill Rd to AAMPO East Boundary)	3	4	Rural (≥45 mph)	1	-	55	-	2767*	0 to 3	no	no	Albany
2800	Scarvel Hill Rd (US 20 - Knox Butte Rd)	2	4	Rural (≥45 mph)	1	-	55	-	1309**	3 to 6	no	no	Albany
2901	Scenic Drive (US 20 - Gibson Hill Rd)	2	4	Rural (≥45 mph)	1	-	45	-	23,103	0 to 3	no	no	North Albany
2902	Scenic Drive (Gibson Hill Rd to Palestine Rd)	4	2	Bike Lane - No Separation	1	<5.5	45	-	-	-	yes (2)	no	North Albany
3001	Oak Grove Drive (Gibson Hill - Driveway [~1200 feet south of Metge Ave])	4	2	Bike Lane - No Separation	1	<5.5	45	-	-	-	no	yes (@ Scenic Drive)	North Albany
3002	Oak Grove Drive (Driveway [~1200 feet south of Metge Ave] to Metge Ave)	3	4	Rural (≥45 mph)	1	-	45	-	2471**	0 to 3	no	no	North Albany
3100	Gibson Hill Rd (North Albany Rd to Scenice Dr)	4	2	Bike Lane - No Separation	1	<5.5	45	no	-	-	yes (1)	yes (@ Scenic Drive, roundabout)	North Albany
3200	North Albany Rd (US 20 to Gale St)	4	2	Bike Lane - No Separation	1	<5.5	40	no	-	-	yes (5)	Yes (@ Quarry Road, Hickory Street, US 20, Roundabout)	North Albany
3301	Spring Hill Rd (US 20 - Hickory St)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	North Albany
3302	Spring Hill Rd (Hickory St to Country Club Dr)	4	2	Bike Lane - No Separation	1	<5.5	40	no	-	-	no	yes (@ Hickory Street)	North Albany
3303	Spring Hill Rd (Country Club Dr to AAMPO North Boundary)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	North Albany
3401	Old Salem Rd (I-5 SB Ramps - Nygren Rd)	4	2	Bike Lane - No Separation	1	<5.5	55	-	-	-	no	no	Millersburg
3402	Old Salem Rd (Nygren Rd - changes to Salem Ave)	4	3	Mixed Traffic	1	-	40	-	-	-	no	yes (To (2) ATI Wah Chang,	Millersburg
3501	Morningstar Rd (Old Salem Rd to Millersburg Dr)	4	3	Mixed Traffic	1	-	40	-	-	-	no	yes (@ Old Salem Road)	Millersburg
3502	Millersburg Dr (Morningstar Rd to Woods Dr)	4	2	Bike lane - No Separation	1	<5.5	40	no	-	-	no	no	Millersburg
3503	Millersburg Dr (Woods Dr to AAMPO West Boundary)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	Millersburg
3600	Conser (Old Salem Rd - AAMPO West Boundary)	3	2	Bike lane - No Separation	1	<5.5	35	no	-	-	no	yes (@ Old Salem Road)	Millersburg
3701	Hwy 164 (I-5 SB Ramps to Santiam River)	3	4	Rural (<45 mph)	-	-	55	-	6500	3 to 6	no	yes (@ Santiam Bluffs Road)	Jefferson
3702	Hwy 164 (Santiam River - AAMPO North Boundary)	4	2	Bike Lane - No Separation and Frequent Blockage	1	<5.5	40	Frequent Driveways	-	-	yes (2)	yes (@ Main Street)	Jefferson
3800	Main Street/Jefferson-Scio Dr (Hwy 164 to 5th St)	4	3	Mixed Traffic	1	-	35	-	-	-	no	no	Jefferson
3900	North Ave/Marion Rd (Hwy 164 - AAMPO North Boundary)	4	3	Mixed Traffic	1	-	35	-	-	-	yes (1)	no	Jefferson
4000	Talbot Rd (Hwy 164 to AAMPO West Boundary)	4	3	Rural (<45 mph)	1	-	45	-	-	-	no	no	Jefferson
4100	Tangent Drive (Hwy 99 - AAMPO East Boundary)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	Tangent
4200	Lake Creek Drive (Hwy 99 - AAMPO West Boundary)	3	2	Bike Lane - No Separation	1	<5.5	35	no	-	-	yes (1)	yes (@ OR 99E)	Tangent

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4300	Hwy 34 (AAMPO West Boundary to AAMPO East Boundary)	4	4	Rural (<45 mph)	1	-	55	-	22,900	≥6	no	no	Tangent
440	14th Ave (Geary St - Waverly Dr)	3	2	Bike Lane - No Separation and Frequent Blockage	1	5.5 - 7	25	Frequent Driveways	-	-	no	no	Albany
450	20th Ave/21st Ave (Geary St - Waverly Dr)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	yes (2)	no	Albany
461	21st Ave (Waverly Dr - Center St)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	-	yes (1)	yes (@ Waverly Drive)	Albany
470	24th Ave (Hill St - Geary St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Albany
472	24th Ave (Liberty St - Pacific Blvd)	2	3	Mixed Traffic	1	-	25	-	-	-	yes (1)	no	Albany
480	28th St (Marion St - Geary St)	2	3	Mixed Traffic	1	-	25	-	-	-	yes (3)	no	Albany
490	3rd St/Bryant Way (Vine St - Lyons St)	2	3	Mixed Traffic	1	-	25	-	-	-	no	no	Albany
500	3rd (Hazel St - North Ave)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Jefferson
510	53rd (Hwy 99E - Willetta St)	4	2	Bike Lane - No Separation	1	5.5 - 7	40&35	no	-	-	yes (1)	no	Albany
510	53rd (Willetta St - Chinook Dr)	1	2	Bike Lane - No Separation	1	5.5 - 7	30	no	-	-	yes (1)	no	Albany
520	5th (Elm St - Washington St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Albany
530	5th (Delores Dr - Elm St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Jefferson
540	7th St (Jackson St - Main St)	2	3	Mixed Traffic	1	-	25	-	-	-	no	no	Albany
550	7th St (Greenwood - Maple Ct)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Jefferson
560	9th St (Broadway St - Ellsworth St)	2	3	Mixed Traffic	1	-	25	-	-	-	yes (8)	no	Albany
570	Airport Rd (US 20 - Hwy 99E)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	Albany
580	Albany Ave (Hwy 99E - Salem Ave)	2	3	Mixed Traffic	1	-	25	-	-	-	no	yes (@ Salem Avenue)	Albany
590	Alexander Ln (Woods Rd - Obsidian Ave)	2	3	Mixed Traffic	1	-	35	-	-	-	no	no	Millersburg
590b	Alexander Ln (Obsidian Ave - Old Salem Rd)	1	2	Bike Lane - No Separation	1	5.5 - 7	35	no	-	-	no	no	Millersburg
600	Allen Ln (Looney Ln - Hwy 99E)	4	3	Mixed Traffic	1	-	45	-	-	-	no	no	Albany
610	Belmont Ave (Hwy 99E - Looney Ln)	3	2	Bike Lane - With Adjacent Parking Lane	1	<=13	25	Frequent Driveways and parking	-	-	no	yes (@ OR 99E)	Albany
612	Belmont Ave (Looney Ln - Nelson Pl)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Albany
630	Broadway St (Queen Ave - 9th Ave)	2	3	Mixed Traffic	1	-	25	-	-	-	yes (1)	no	Albany
650	Burkhard St (US 20 - Hwy 99E)	3	2	Bike Lane - No Separation and Frequent Blockage	1	<5.5	25	Frequent Driveways	-	-	no	yes (@ OR 99E)	Albany
660	Cemetery Hill Rd (North Ave - East Boundary)	2	3	Mixed Traffic	1	-	25	-	-	-	rail crossing	no	Jefferson
670	Center ST (Hannah Ave - 21st Ave)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	-	no	no	Albany
680	Century Dr (Knox Butte Rd - Berry Dr)	4	3	Mixed Traffic	1	-	55	-	-	-	no	no	Albany/Millersburg
690	Chinook Dr (53rd Ave - Marten Ave)	3	2	Bike Lane - No Separation and Frequent Blockage	1	<=13	25	Parking	-	-	no	no	Albany
700	Clay St (14th Ave - US 20)	3	2	Bike Lane - No Separation and Frequent Blockage	1	<5.5	35	Frequent Driveways	-	-	no	yes (@ 14th Avenue)	Albany
710	Crocker Ln (Gibson Hill Rd - Valley View Dr)	4	2	Bike Lane - No Separation	1	<5.5	35 & 45	-	-	-	no	no	Albany
720	Del Rio Ave (Columbus St - Waverly Dr)	3	2	Bike Lane - With Adjacent Parking Lane	1	<=13	25	Frequent Driveways and parking	-	-	no	no	Albany

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721	Del Rio Ave (Columbus St - Waverly Dr)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Albany	
730	Dogwood Ave (Timber St - Churchill Downs St)	3	2	Bike Lane - No Separation	1	<5.5	25	Frequent Driveways and parking	-	-	no	no	Albany
740	Edgewood Dr (Mirada Dr - Thornton Lake Dr)	1	3	Mixed Traffic	unmarked centerline	-	15	-	-	no	no	Albany	
750	Elm St (24th Ave - 5th Ave)	3	2	Bike Lane - No Separation	1	<5.5	25	Frequent Driveways and parking	-	-	yes (7)	yes (@ Queen Avenue)	Albany
760	Ferry St (34th Ave - Queen Ave)	3	2	Bike Lane - With Adjacent Parking Lane	1	<=13	35	Frequent Driveways and parking	-	-	no	yes (@34th Avenue, Queen Avenue)	Albany
770	Greenwood Dr (2nd St - 7th St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Jefferson	
780	Hazel St (2nd St - 13th St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Jefferson	
790	Hickory Ave (North Albany Rd - Springhill Dr)	1	2	Bike Lane - No Separation	1	5.5 - 7	25	-	-	no	yes (@ Springhill Drive)	Albany	
800	High St (Main St - 5th St)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Jefferson	
810	Hill St (34th Ave - Queen Ave)	2	3	Mixed Traffic	1	-	25	-	-	yes (8)	no	Albany	
811	Hill St (Queen Ave - Hwy 99)	2	2	Bike Lane - No Separation	1	<5.5	25	Frequent Driveways and parking	-	-	yes(4)	no	Albany
811b	Hill St (Hwy 99 - 7th Ave)	2	3	Mixed Traffic	1	-	25	-	-	no	no	Albany	
820	Jackson St/Marion St (Queen Ave - 9th Ave)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	yes (2)	no	Albany	
820b	Jackson St/Marion St (9th Ave - 7th Ave)	2	3	Mixed Traffic	1	-	25	-	-	no	no	Albany	
830	Killdeer Ave(Hwy 99E - Airport Rd)	2	2	Bike Lane - No Separation	1	<5.5	35	-	-	no	no	Albany	
840	Lanier St (Belmont Ave - Ellingson Rd)	1	2	Bike Lane - No Separation	1	5.5 - 7	25	-	-	no	no	Albany	
	Lanier St (Ellingson Rd - Hwy 99)	2	3	Mixed Traffic	1	-	25	-	-	no	no	Albany	
850	Lexington St (Grand Prairie Rd - 21st Ave)	1	2	Bike Lane - No Separation	1	5.5 - 7	25	-	-	yes (3)	no	Albany	
860	Liberty St (24th Ave - Queen Ave)	3	2	Bike Lane - With Adjacent Parking Lane	1	<=13	25	Frequent Parking	-	-	yes (1)	yes (@ Queen Avenue)	Albany
870	Looney Ln (End - Belmont Ave)	1	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Albany	
871	Looney Ln (OR 34 - Allen Ln)	4	2	Bike Lane - No Separation	1	5.5 - 7	55	-	-	no	no	Albany	
880	Madison St (Hwy 99E - 7th Ave)	2	3	Mixed Traffic	1	-	25	-	-	no	no	Albany	
890	McFarland (Lake Creek Dr - OR 34)	4	3	Mixed Traffic	1	-	45	-	-	no	no	Tangent	
900	Oak St (Queen Ave - Hwy 99E)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	yes (6)	no	Albany	
910	Old Hwy 34 (Looney Ln - Columbus St)	4	3	Mixed Traffic	1	-	45	-	-	no	no	Albany/Tangent	
920	Palestine Ave (Oak Grove Dr - Scenic Dr)	4	3	Mixed Traffic	1	-	45	-	-	no	no	Albany	
930	Price Rd (US 20 - Timber-Linn Memorial Park)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	yes (1)	no	Albany	
930b	Price Rd (Timber-Linn Memorial Park -Curves)	2	3	Mixed Traffic	1	-	25	-	-	no	no	Albany	
930c	Price Rd (Curves - Timber St)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	yes (2)	no	Albany	
940	Quarry Rd (North Albany Rd - Springhill Rd)	3	2	Bike Lane - No Separation	1	5.5 - 7	35	-	-	yes (2)	no	Albany	
950	Skyline Dr (Mirada Dr - Gibson Hill Rd)	2	3	Mixed Traffic	1	-	15&25	-	-	no	no	Albany	
960	Somerset Dr (End - Clover Ridge Rd)	2	3	Mixed Traffic	unmarked centerline	-	25	-	-	no	no	Albany	
961	Somerset Dr (Clover Ridge Rd - Timber Ridge St)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	no	no	Albany	
970	Timber St (Dogwood Ave - Knox Butte Rd)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	no	yes (@Knox Butte)	Albany	

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980	Timber Ridge St (Knox Butte Rd - Somerset Dr)	2	2	Bike Lane - No Separation	1	<5.5	25	-	-	-	yes (1)	no	Albany
990	Valley View Dr (Scenic Dr - Crocker Ln)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	Albany
10	Washington St (14th Ave - 1st St)	2	3	Mixed Traffic	1	-	25	-	-	-	yes(13)	no	Albany
20	West Thornton Lake Dr (Scenic Dr - North Albany Rd)	4	3	Mixed Traffic	1	-	40	-	-	-	no	no	Albany
30	Woods Rd (Conser St - Millersburg Dr)	4	3	Mixed Traffic	1	-	45	-	-	-	no	no	Millersburg
40	Clover Ridge Rd (Knox Butte - North Boundary)	2	2	Bike Lane - No Separation	1	5.5 - 7	25	-	-	-	yes (1)	yes (@Knox Butte)	Albany

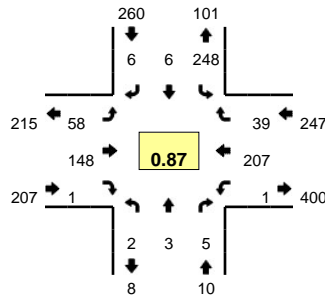
¹ - ODOT Analysis Procedure Manual Version 2, Chapter 14 Multimodal Analysis, 2014
² - Distance estimated in Google Earth
³ - Speed limits highlighted in grey indicate an assumed speed for the roadway due to the absence of a posted speed limit sign in the vicinity.
⁴ - ODOT GIS FTP site
 * ADT from the Traffic Count Map Albany Maintenance District, 2014
 **ADT from the CALM Model Data Collection, Email Sam Ayash

Bike Lane Categories	
1	Bike lane with separation (parking)
2	Bike lane without separation (standard marked bike lane)
3	Shared lane and rural low speed (<45) with no bike lanes
4	Rural high speed (>=45 mph) with no bike lanes

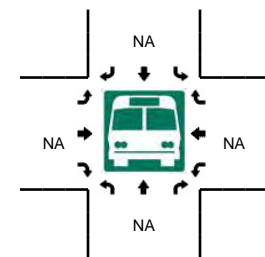
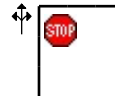
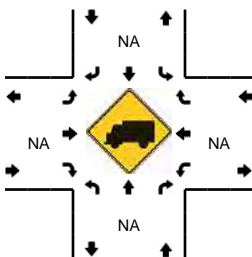
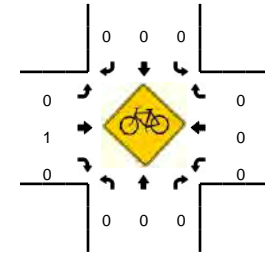
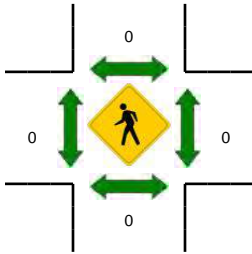
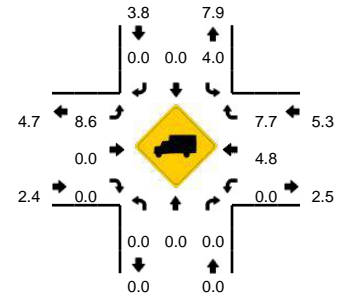
Traffic Count Data

LOCATION: I-5 NB Ramps -- OR 164/99E
CITY/STATE: Albany, OR

QC JOB #: 13371001
DATE: Thu, May 21 2015



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

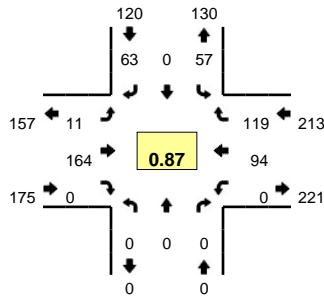


5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				OR 164/99E (Eastbound)				OR 164/99E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	0	0	13	0	2	0	6	9	1	0	0	15	0	0	46	
4:35 PM	0	0	0	0	17	0	2	0	2	13	0	0	1	21	1	0	57	
4:40 PM	0	0	1	0	15	1	0	0	6	17	0	0	0	22	3	0	65	
4:45 PM	1	0	1	0	25	0	1	0	5	12	0	0	0	20	5	0	70	
4:50 PM	0	0	0	0	11	0	1	0	3	14	0	0	0	12	0	0	41	
4:55 PM	0	0	0	0	14	0	1	0	1	8	0	0	0	9	2	0	35	657
5:00 PM	0	0	0	0	16	0	1	0	5	9	0	0	0	20	4	0	55	664
5:05 PM	0	0	0	0	19	2	0	0	7	16	0	0	0	15	3	0	62	665
5:10 PM	0	1	2	0	16	1	1	0	9	9	0	0	0	10	2	0	51	665
5:15 PM	0	0	0	0	25	0	1	1	5	9	0	0	0	19	3	0	63	652
5:20 PM	0	0	0	0	25	0	1	0	3	18	0	0	0	18	4	0	69	669
5:25 PM	0	0	0	0	22	0	0	0	3	13	1	0	1	21	2	0	63	677
5:30 PM	1	1	0	0	18	0	0	0	11	16	0	0	0	18	7	0	72	703
5:35 PM	0	1	1	0	27	2	0	0	5	11	0	0	0	21	4	0	72	718
5:40 PM	1	0	1	0	17	0	0	0	5	14	0	0	0	14	4	0	56	709
5:45 PM	0	0	0	0	24	0	0	0	2	11	0	0	0	15	2	0	54	693
5:50 PM	0	0	0	0	22	0	2	0	3	12	0	0	0	16	3	0	58	710
5:55 PM	0	0	1	0	16	1	0	0	0	10	0	0	0	20	1	0	49	724
6:00 PM	0	0	0	0	16	0	3	0	8	6	0	0	0	14	0	0	47	716
6:05 PM	0	0	0	0	11	0	1	0	1	15	0	0	0	10	3	0	41	695
6:10 PM	0	0	0	0	22	1	1	0	3	14	0	0	0	21	1	0	63	707
6:15 PM	0	0	1	0	17	0	0	0	5	6	0	0	0	19	3	0	51	695
6:20 PM	0	0	0	0	11	0	1	0	5	8	0	0	0	13	4	0	42	668
6:25 PM	0	0	1	0	25	0	0	1	1	7	1	0	0	10	2	0	48	653
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	4	8	4	0	268	8	0	0	76	160	4	0	4	240	52	0	828	
Heavy Trucks	0	0	0	0	8	0	0	0	8	0	0	0	0	12	8	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

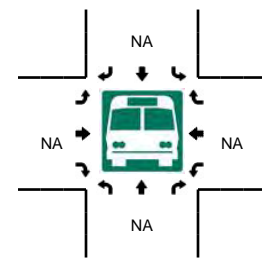
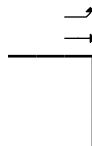
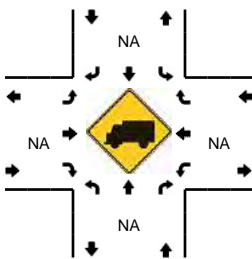
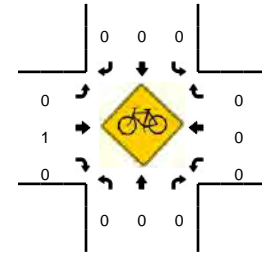
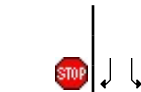
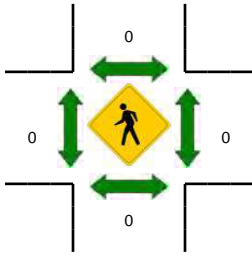
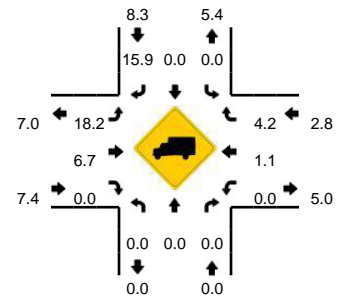
Comments:

LOCATION: I-5 SB Ramps -- OR 164/99E
CITY/STATE: Albany, OR

QC JOB #: 13371002
DATE: Thu, May 21 2015



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

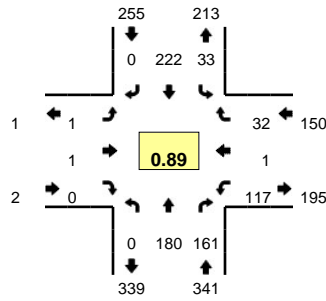


5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				OR 164/99E (Eastbound)				OR 164/99E (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:05 PM	0	0	0	0	3	0	3	0	0	16	0	0	0	0	14	11	0	47	
4:10 PM	0	0	0	0	0	0	4	0	0	9	0	0	0	0	13	10	0	36	
4:15 PM	0	0	0	0	1	0	7	0	1	23	0	0	0	0	14	12	0	58	
4:20 PM	0	0	0	0	4	0	7	0	0	9	0	0	0	0	8	9	0	37	
4:25 PM	0	0	0	0	3	0	8	0	0	9	0	0	0	0	7	15	0	42	
4:30 PM	0	0	0	0	7	0	4	0	2	8	0	0	0	0	9	8	0	38	
4:35 PM	0	0	0	0	3	0	5	0	0	14	0	0	0	0	12	9	0	43	
4:40 PM	0	0	0	0	5	0	5	0	2	16	0	0	0	0	10	14	0	52	
4:45 PM	0	0	0	0	4	0	7	0	3	15	0	0	0	0	7	14	0	50	
4:50 PM	0	0	0	0	6	0	3	0	0	11	0	0	0	0	5	9	0	34	
4:55 PM	0	0	0	0	3	0	3	0	1	5	0	0	0	0	7	4	0	23	489
5:00 PM	0	0	0	0	5	0	4	0	2	12	0	0	0	0	9	11	0	43	503
5:05 PM	0	0	0	0	3	0	7	0	1	20	0	0	0	0	7	9	0	47	503
5:10 PM	0	0	0	0	3	0	3	0	0	13	0	0	0	0	4	6	0	29	496
5:15 PM	0	0	0	0	4	0	7	0	0	10	0	0	0	0	11	9	0	41	479
5:20 PM	0	0	0	0	9	0	9	0	0	14	0	0	0	0	7	12	0	51	493
5:25 PM	0	0	0	0	3	0	4	0	2	14	0	0	0	0	6	14	0	43	494
5:30 PM	0	0	0	0	9	0	6	0	0	20	0	0	0	0	9	8	0	52	508
5:35 PM	0	0	0	0	3	0	5	0	2	10	0	0	0	0	5	13	0	38	503
5:40 PM	0	0	0	0	5	0	4	0	1	15	0	0	0	0	12	10	0	47	498
5:45 PM	0	0	0	0	1	0	3	0	0	11	0	0	0	0	6	8	0	29	477
5:50 PM	0	0	0	0	6	0	5	0	1	10	0	0	0	0	10	6	0	38	481
5:55 PM	0	0	0	0	5	0	3	0	1	7	0	0	0	0	9	13	0	38	496
6:00 PM	0	0	0	0	3	0	6	0	2	8	0	0	0	0	9	6	0	34	487
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	84	0	76	0	8	192	0	0	0	0	88	136	0	584	
Heavy Trucks	0	0	0	0	0	0	12	0	0	4	0	0	0	0	4	12	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

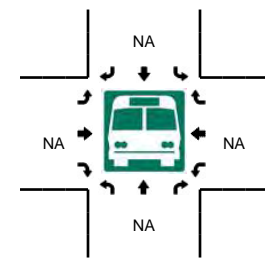
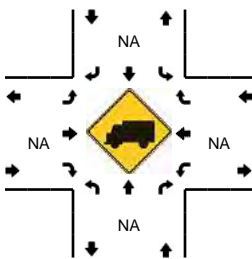
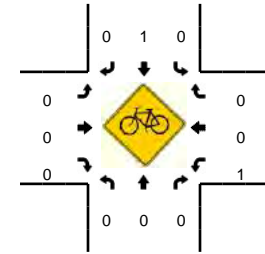
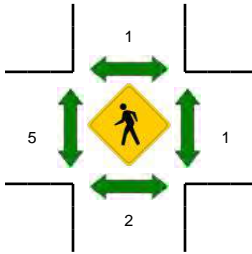
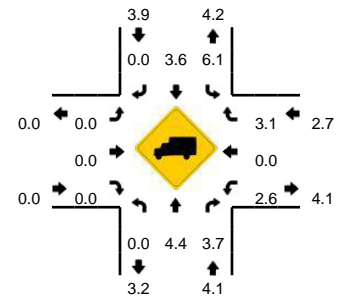
Comments:

LOCATION: OR 164/99E -- North Ave
CITY/STATE: Jefferson, OR

QC JOB #: 13371003
DATE: Thu, May 21 2015



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

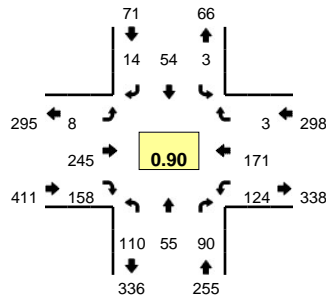


5-Min Count Period Beginning At	OR 164/99E (Northbound)				OR 164/99E (Southbound)				North Ave (Eastbound)				North Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:05 PM	0	8	10	0	3	19	0	0	0	0	0	0	12	0	3	0	55	
4:10 PM	0	12	17	0	2	24	0	0	0	0	0	0	4	0	1	0	60	
4:15 PM	1	6	12	0	5	29	0	0	0	0	0	0	10	0	1	0	64	
4:20 PM	0	20	15	0	3	18	0	0	0	0	0	0	12	0	2	0	70	
4:25 PM	0	13	13	0	2	17	0	0	0	1	0	0	8	0	0	0	54	
4:30 PM	0	8	16	0	5	19	0	0	1	0	0	0	10	0	3	0	62	
4:35 PM	0	20	13	0	4	20	0	0	1	0	0	0	11	0	5	0	74	
4:40 PM	0	17	14	0	1	14	0	0	0	1	0	0	11	1	3	0	62	
4:45 PM	0	10	10	0	3	12	0	0	0	0	0	0	15	0	1	0	51	
4:50 PM	0	19	10	0	4	19	0	0	0	0	0	0	1	0	1	0	54	
4:55 PM	0	15	10	0	2	11	0	0	0	0	0	0	8	0	2	0	48	722
5:00 PM	0	9	11	0	5	19	0	0	0	0	0	0	10	0	2	0	56	710
5:05 PM	0	17	10	0	3	26	0	0	0	0	0	0	7	0	2	0	65	720
5:10 PM	0	10	12	0	4	24	0	0	0	0	0	0	12	0	5	0	67	727
5:15 PM	0	14	22	0	2	16	0	0	0	0	0	0	5	0	3	0	62	725
5:20 PM	0	22	10	0	1	14	0	0	0	0	0	0	16	0	3	0	66	721
5:25 PM	0	13	22	0	2	19	0	0	0	0	0	0	12	0	3	0	71	738
5:30 PM	0	14	17	0	2	28	0	0	0	0	0	0	9	0	2	0	72	748
5:35 PM	0	22	10	0	3	16	0	0	0	0	0	0	8	0	4	0	63	737
5:40 PM	1	13	8	0	0	15	0	0	0	0	0	0	3	0	1	0	41	716
5:45 PM	0	16	8	0	5	14	0	0	0	0	0	0	11	0	3	0	57	722
5:50 PM	0	15	8	0	2	23	0	0	0	0	0	0	5	0	3	0	56	724
5:55 PM	0	9	11	0	2	15	0	0	0	0	0	0	11	0	1	0	49	725
6:00 PM	0	15	9	0	2	8	0	0	0	0	0	0	7	0	2	0	43	712
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	196	196	0	20	244	0	0	0	0	0	0	148	0	32	0	836	
Heavy Trucks	0	12	0	0	0	16	0	0	0	0	0	0	4	0	4	0	36	
Pedestrians		8				0				4			4				16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Railroad																		
Stopped Buses																		

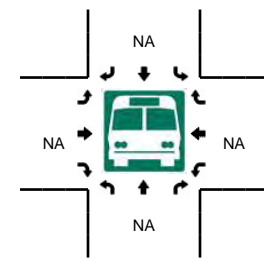
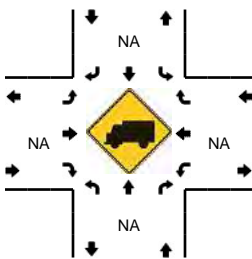
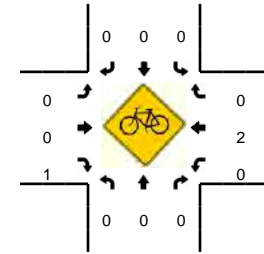
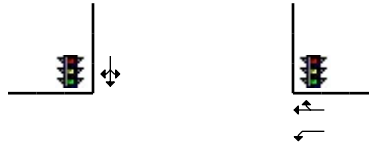
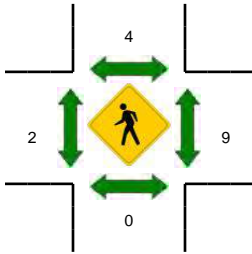
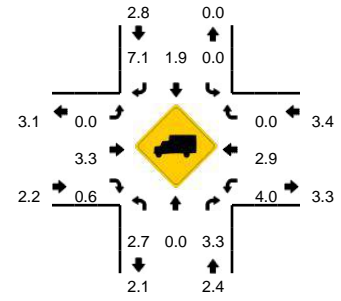
Comments:

LOCATION: S Main St -- OR 164
CITY/STATE: Jefferson, OR

QC JOB #: 13371004
DATE: Thu, May 21 2015



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

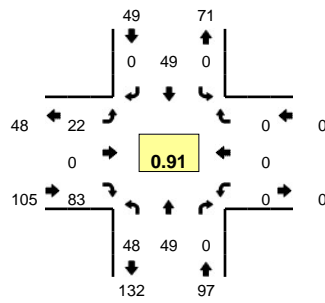


5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				OR 164 (Eastbound)				OR 164 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:10 PM	8	2	7	0	0	4	0	0	3	16	7	0	4	21	0	0	72	
4:15 PM	9	4	5	0	0	4	0	0	0	21	12	0	4	14	2	0	75	
4:20 PM	2	2	13	0	0	6	3	0	2	21	14	0	18	13	1	0	95	
4:25 PM	6	3	9	0	1	5	1	0	1	19	15	0	11	12	0	0	83	
4:30 PM	11	3	11	0	2	3	0	0	0	15	10	0	6	14	0	0	75	
4:35 PM	9	5	8	0	1	4	1	0	1	19	16	0	15	11	1	0	91	
4:40 PM	15	3	7	0	0	3	2	0	0	23	14	0	11	16	0	0	94	
4:45 PM	7	4	7	0	0	5	0	0	1	20	14	0	9	18	0	0	85	
4:50 PM	9	6	7	0	0	1	3	0	2	15	13	0	5	15	0	0	76	
4:55 PM	10	4	6	0	1	3	1	0	0	19	14	0	3	5	0	0	66	953
5:00 PM	8	9	9	0	1	6	2	0	2	14	7	0	8	17	0	0	83	980
5:05 PM	7	2	7	0	0	1	0	0	0	16	13	0	16	11	0	0	73	968
5:10 PM	7	4	5	0	0	8	0	0	2	24	15	0	18	12	0	0	95	991
5:15 PM	13	3	9	0	0	6	1	0	0	16	14	0	9	13	0	0	84	1000
5:20 PM	9	6	13	0	0	7	2	0	0	29	13	0	8	20	0	0	107	1012
5:25 PM	10	5	6	0	0	6	1	0	1	24	11	0	9	15	1	0	89	1018
5:30 PM	8	3	10	0	1	3	2	0	0	24	9	0	14	14	2	0	90	1033
5:35 PM	7	6	4	0	0	5	0	0	0	21	21	0	14	15	0	0	93	1035
5:40 PM	10	3	6	0	0	9	1	0	2	19	14	0	10	9	0	0	83	1024
5:45 PM	6	3	6	0	1	2	0	0	4	17	18	0	9	14	0	0	80	1019
5:50 PM	6	1	6	0	0	1	3	0	1	19	14	0	8	10	1	0	70	1013
5:55 PM	5	1	3	0	1	6	3	0	0	18	4	0	2	12	1	0	56	1003
6:00 PM	6	4	14	0	0	4	0	0	3	18	14	0	9	13	0	0	85	1005
6:05 PM	8	4	6	0	0	6	2	0	0	13	10	0	6	11	1	0	67	999
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	116	52	108	0	0	84	12	0	8	276	168	0	140	180	0	0	1144	
Heavy Trucks	4	0	4	0	0	0	0	0	0	8	0	0	4	12	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

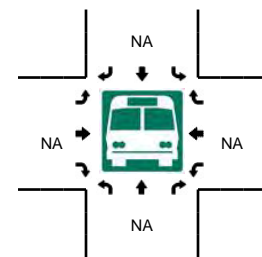
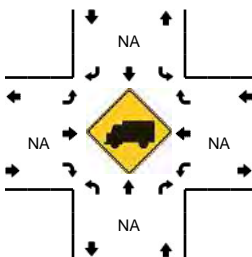
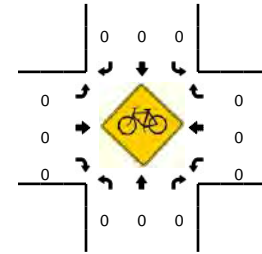
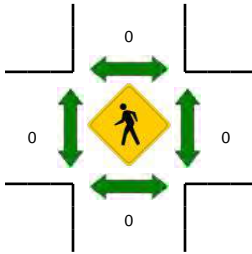
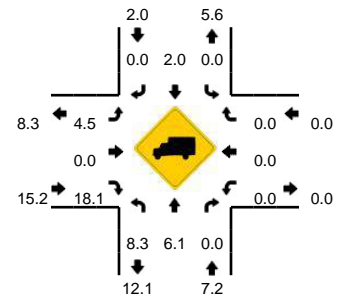
Comments:

LOCATION: Century Dr NE -- I-5 NB Ramps
CITY/STATE: Albany, OR

QC JOB #: 13371005
DATE: Thu, May 21 2015



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

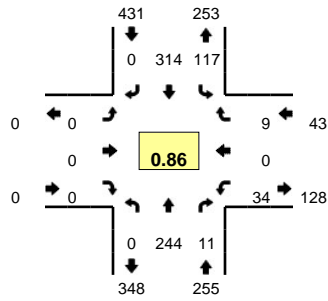


5-Min Count Period Beginning At	Century Dr NE (Northbound)				Century Dr NE (Southbound)				I-5 NB Ramps (Eastbound)				I-5 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:15 PM	5	4	0	0	0	5	0	0	2	0	6	0	0	0	0	0	22	
4:20 PM	3	3	0	0	0	3	0	0	1	0	7	0	0	0	0	0	17	
4:25 PM	4	4	0	0	0	9	0	0	1	0	6	0	0	0	0	0	24	
4:30 PM	11	2	0	0	0	7	0	0	0	0	7	0	0	0	0	0	27	
4:35 PM	4	4	0	0	0	2	0	0	0	0	5	0	0	0	0	0	15	
4:40 PM	2	4	0	0	0	2	0	0	1	0	4	0	0	0	0	0	13	
4:45 PM	3	3	0	0	0	4	0	0	0	0	7	0	0	0	0	0	17	
4:50 PM	4	2	0	0	0	6	0	0	3	0	9	0	0	0	0	0	24	
4:55 PM	4	0	0	0	0	2	0	0	1	0	9	0	0	0	0	0	16	247
5:00 PM	4	6	0	0	0	3	0	0	0	0	6	0	0	0	0	0	19	238
5:05 PM	3	3	0	0	0	7	0	0	3	0	6	0	0	0	0	0	22	234
5:10 PM	5	5	0	0	0	3	0	0	0	0	6	0	0	0	0	0	19	235
5:15 PM	6	6	0	0	0	2	0	0	2	0	7	0	0	0	0	0	23	236
5:20 PM	1	5	0	0	0	7	0	0	3	0	6	0	0	0	0	0	22	241
5:25 PM	4	3	0	0	0	8	0	0	2	0	7	0	0	0	0	0	24	241
5:30 PM	6	6	0	0	0	4	0	0	2	0	5	0	0	0	0	0	23	237
5:35 PM	3	5	0	0	0	3	0	0	2	0	8	0	0	0	0	0	21	243
5:40 PM	5	5	0	0	0	0	0	0	4	0	7	0	0	0	0	0	21	251
5:45 PM	2	5	0	0	0	1	0	0	4	0	3	0	0	0	0	0	15	249
5:50 PM	1	1	0	0	0	6	0	0	1	0	11	0	0	0	0	0	20	245
5:55 PM	6	3	0	0	0	5	0	0	1	0	4	0	0	0	0	0	19	248
6:00 PM	4	6	0	0	0	2	0	0	1	0	6	0	0	0	0	0	19	248
6:05 PM	3	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	13	239
6:10 PM	4	0	0	0	0	5	0	0	1	0	4	0	0	0	0	0	14	234
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	44	56	0	0	0	68	0	0	28	0	80	0	0	0	0	0	276	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

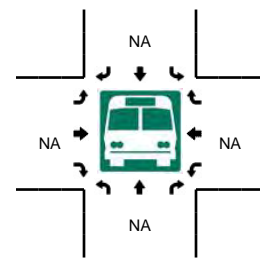
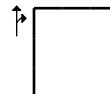
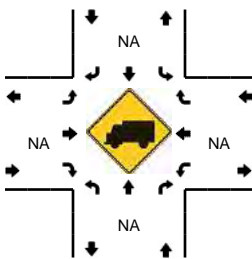
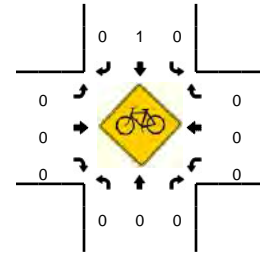
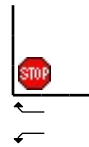
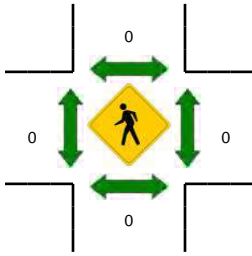
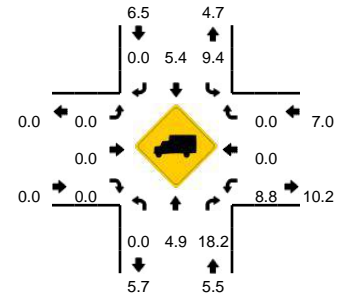
Comments:

LOCATION: Old Salem Rd -- I-5 SB Ramps
CITY/STATE: Albany, OR

QC JOB #: 13371006
DATE: Thu, May 21 2015



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

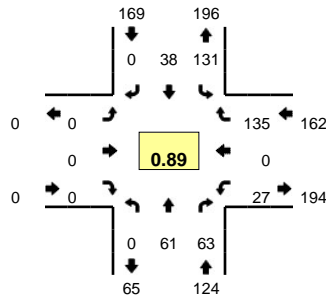


5-Min Count Period Beginning At	Old Salem Rd (Northbound)				Old Salem Rd (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	21	6	0	13	25	0	0	0	0	0	0	1	0	0	0	66	
4:05 PM	0	29	1	0	13	33	0	0	0	0	0	0	2	0	0	0	78	
4:10 PM	0	26	3	0	8	24	0	0	0	0	0	0	5	0	0	0	66	
4:15 PM	0	13	1	0	8	34	0	0	0	0	0	0	3	0	1	0	60	
4:20 PM	0	18	1	0	8	24	0	0	0	0	0	0	4	0	0	0	55	
4:25 PM	0	19	0	0	8	27	0	0	0	0	0	0	3	0	1	0	58	
4:30 PM	0	34	2	0	6	29	0	0	0	0	0	0	3	0	1	0	75	
4:35 PM	0	24	1	0	6	26	0	0	0	0	0	0	2	0	0	0	59	
4:40 PM	0	8	0	0	7	26	0	0	0	0	0	0	0	0	0	0	41	
4:45 PM	0	25	2	0	6	26	0	0	0	0	0	0	3	0	1	0	63	
4:50 PM	0	16	0	0	7	18	0	0	0	0	0	0	4	0	0	0	45	
4:55 PM	0	22	1	0	15	19	0	0	0	0	0	0	3	0	0	0	60	726
5:00 PM	0	13	2	0	15	28	0	0	0	0	0	0	2	0	2	0	62	722
5:05 PM	0	26	0	0	11	36	0	0	0	0	0	0	3	0	2	0	78	722
5:10 PM	0	26	1	0	20	21	0	0	0	0	0	0	4	0	1	0	73	729
5:15 PM	0	20	0	0	11	18	0	0	0	0	0	0	0	0	2	0	51	720
5:20 PM	0	22	2	0	6	16	0	0	0	0	0	0	4	0	0	0	50	715
5:25 PM	0	24	1	0	2	20	0	0	1	0	0	0	3	0	2	0	53	710
5:30 PM	0	18	1	0	6	16	0	0	0	0	0	0	1	0	2	0	44	679
5:35 PM	0	29	1	0	4	22	0	0	1	0	0	0	3	0	4	0	64	684
5:40 PM	0	24	1	0	9	26	0	0	0	0	0	0	0	0	1	0	61	704
5:45 PM	0	23	1	0	5	24	0	0	0	0	0	0	2	0	1	0	56	697
5:50 PM	0	21	1	0	4	21	0	0	0	0	0	0	3	0	2	0	52	704
5:55 PM	0	10	0	0	7	15	0	0	0	0	0	0	2	0	3	0	37	681
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	260	12	0	184	340	0	0	0	0	0	0	36	0	20	0	852	
Heavy Trucks	0	8	0	0	28	4	0	0	0	0	0	0	0	0	0	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

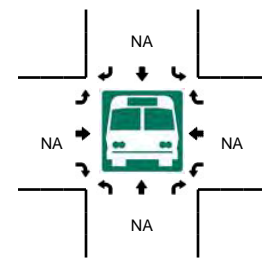
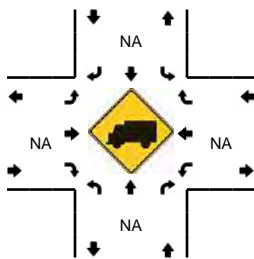
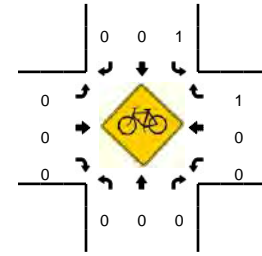
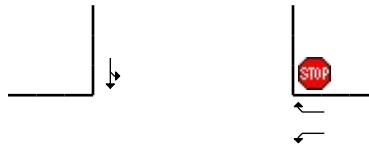
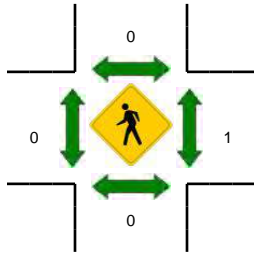
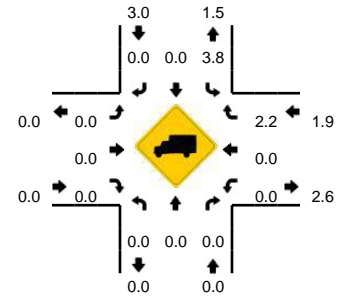
Comments:

LOCATION: NW Scenic Dr -- NW Gibson Hill Rd
CITY/STATE: Albany, OR

QC JOB #: 13371007
DATE: Thu, May 21 2015



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

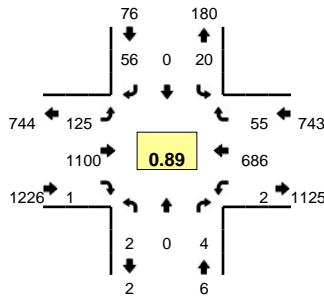


5-Min Count Period Beginning At	NW Scenic Dr (Northbound)				NW Scenic Dr (Southbound)				NW Gibson Hill Rd (Eastbound)				NW Gibson Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	4	1	0	11	3	0	0	0	0	0	0	2	0	11	0	32	
4:05 PM	0	0	5	0	13	2	0	0	0	0	0	0	1	0	6	0	27	
4:10 PM	0	3	6	0	15	3	0	0	0	0	0	0	5	0	18	0	50	
4:15 PM	0	3	6	0	11	4	0	0	0	0	0	0	3	0	10	0	37	
4:20 PM	0	4	12	0	16	1	0	0	0	0	0	0	4	0	16	0	53	
4:25 PM	0	9	4	0	10	2	0	0	0	0	0	0	3	0	9	0	37	
4:30 PM	0	5	4	0	8	7	0	0	0	0	0	0	0	0	11	0	35	
4:35 PM	0	2	0	0	6	2	0	0	0	0	0	0	4	0	8	0	22	
4:40 PM	0	4	4	0	15	4	0	0	0	0	0	0	5	0	11	0	43	
4:45 PM	0	3	4	0	10	4	0	0	0	0	0	0	3	0	11	0	35	
4:50 PM	0	3	8	0	13	3	0	0	0	0	0	0	0	0	14	0	41	
4:55 PM	0	5	1	0	14	1	0	0	0	0	0	0	0	0	11	0	32	444
5:00 PM	0	5	3	0	5	5	0	0	0	0	0	0	3	0	8	0	29	441
5:05 PM	0	8	4	0	11	3	0	0	0	0	0	0	1	0	11	0	38	452
5:10 PM	0	5	8	0	9	5	0	0	0	0	0	0	2	0	11	0	40	442
5:15 PM	0	8	11	0	14	1	0	0	0	0	0	0	2	0	14	0	50	455
5:20 PM	0	4	7	0	14	1	0	0	0	0	0	0	0	0	9	0	35	437
5:25 PM	0	7	11	0	6	1	0	0	0	0	0	0	2	0	5	0	32	432
5:30 PM	0	3	2	0	8	0	0	0	0	0	0	0	3	0	9	0	25	422
5:35 PM	0	5	9	0	12	3	0	0	0	0	0	0	1	0	9	0	39	439
5:40 PM	0	4	9	0	20	4	0	0	0	0	0	0	1	0	13	0	51	447
5:45 PM	0	4	3	0	9	5	0	0	0	0	0	0	3	0	12	0	36	448
5:50 PM	0	7	8	0	15	0	0	0	0	0	0	0	0	0	8	0	38	445
5:55 PM	0	6	5	0	9	2	0	0	0	0	0	0	2	0	6	0	30	443
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	84	92	0	136	36	0	0	0	0	0	0	20	0	144	0	512	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	4		4	
Pedestrians		0				0				0				0				0
Bicycles		0				0				0				0		1		1
Railroad																		
Stopped Buses																		

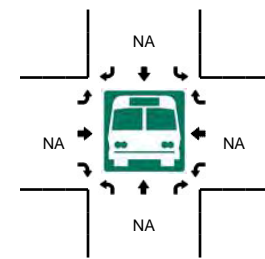
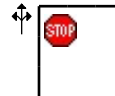
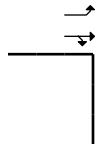
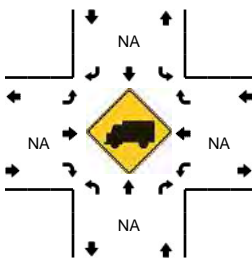
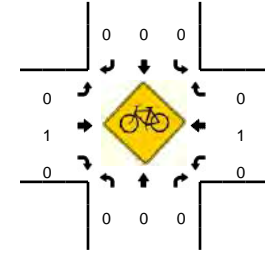
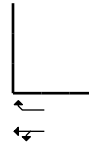
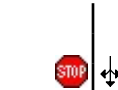
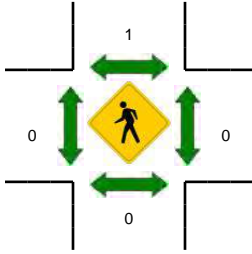
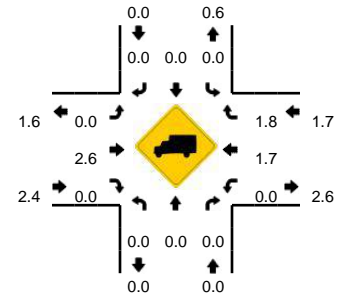
Comments:

LOCATION: Scenic Dr NW -- US 20
CITY/STATE: Albany, OR

QC JOB #: 13371008
DATE: Thu, May 21 2015



Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

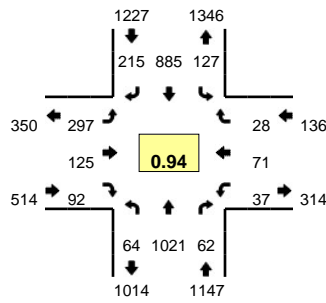


5-Min Count Period Beginning At	Scenic Dr NW (Northbound)				Scenic Dr NW (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:05 PM	0	0	0	0	3	0	5	0	11	56	0	0	0	53	3	0	131	
4:10 PM	0	0	0	0	3	0	2	0	7	81	0	0	0	70	1	0	164	
4:15 PM	0	0	0	0	3	0	7	0	11	78	0	0	0	45	7	0	151	
4:20 PM	0	0	0	0	4	0	4	0	5	79	0	0	1	66	7	0	166	
4:25 PM	0	0	0	0	4	0	6	0	11	75	0	0	1	43	8	0	148	
4:30 PM	0	0	0	0	2	0	4	0	6	92	0	0	0	56	3	0	163	
4:35 PM	1	0	0	0	5	0	2	0	6	86	0	0	0	54	3	1	158	
4:40 PM	0	0	0	0	3	0	11	0	5	75	0	0	0	58	4	0	156	
4:45 PM	0	0	1	0	2	0	8	0	15	96	0	0	0	61	2	0	185	
4:50 PM	0	0	1	0	1	0	5	0	6	90	0	0	0	48	5	0	156	
4:55 PM	0	0	0	0	1	0	2	0	7	98	0	0	0	49	3	0	160	1882
5:00 PM	0	0	0	0	2	0	3	0	12	78	0	0	0	43	5	0	143	1881
5:05 PM	0	0	0	0	2	0	4	0	11	89	0	0	0	54	5	0	165	1915
5:10 PM	0	0	0	0	0	0	7	0	12	91	0	0	0	67	10	0	187	1938
5:15 PM	0	0	0	0	0	0	3	0	15	103	1	0	1	68	8	0	199	1986
5:20 PM	0	0	0	0	1	0	4	0	14	106	0	0	0	61	4	0	190	2010
5:25 PM	0	0	2	0	0	0	4	0	14	99	0	0	0	58	0	0	177	2039
5:30 PM	1	0	0	0	3	0	3	0	8	89	0	0	0	65	6	0	175	2051
5:35 PM	0	0	0	0	2	0	4	0	14	85	0	0	0	44	6	0	155	2048
5:40 PM	0	0	1	0	2	0	5	0	5	85	0	0	0	57	3	0	158	2050
5:45 PM	0	0	0	0	3	0	3	0	14	72	0	0	0	38	7	0	137	2002
5:50 PM	0	0	0	0	4	0	6	0	8	76	0	0	0	32	2	0	128	1974
5:55 PM	0	0	0	0	2	0	2	0	12	94	0	0	0	32	4	0	146	1960
6:00 PM	0	0	0	0	3	0	5	0	7	63	0	0	0	41	1	0	120	1937
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	4	0	56	0	164	1200	4	0	4	784	88	0	2304	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

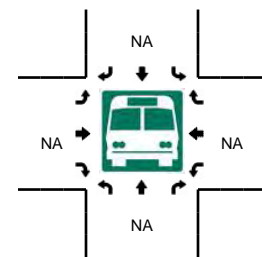
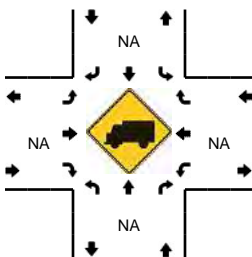
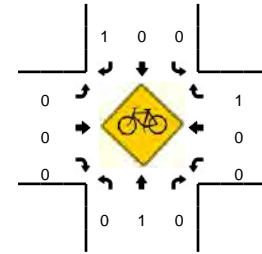
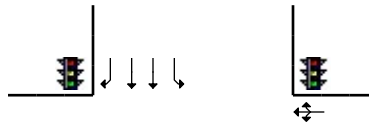
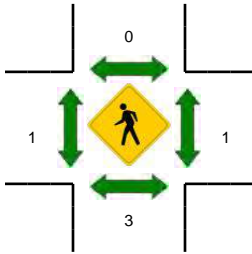
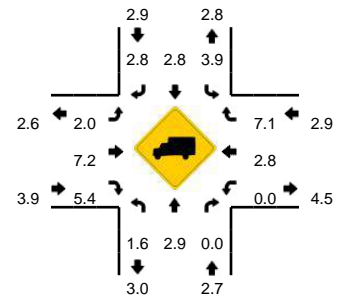
Comments:

LOCATION: Pacific Blvd SE -- Albany Ave/Airport Rd
CITY/STATE: Albany, OR

QC JOB #: 13371009
DATE: Thu, May 21 2015



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

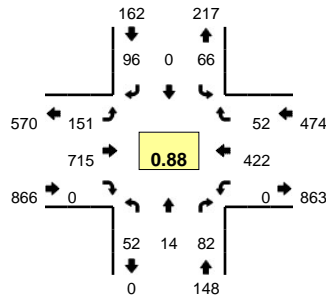


5-Min Count Period Beginning At	Pacific Blvd SE (Northbound)				Pacific Blvd SE (Southbound)				Albany Ave/Airport Rd (Eastbound)				Albany Ave/Airport Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:05 PM	8	66	8	0	7	62	18	0	20	12	17	0	5	9	2	0	234	
4:10 PM	4	82	4	0	8	72	20	0	24	7	8	0	2	5	1	0	237	
4:15 PM	3	91	5	0	10	70	17	0	10	13	10	0	2	4	2	0	237	
4:20 PM	8	86	5	0	5	67	13	0	8	7	8	0	2	8	1	0	218	
4:25 PM	7	74	7	0	10	62	16	0	21	10	10	0	2	7	0	0	226	
4:30 PM	4	46	6	0	3	63	13	0	15	10	8	0	6	6	2	0	182	
4:35 PM	4	60	5	0	9	76	25	0	20	12	8	0	2	6	0	0	227	
4:40 PM	8	82	6	0	17	55	16	0	19	10	9	0	3	3	1	0	229	
4:45 PM	3	91	5	0	12	81	17	0	21	8	9	0	2	7	0	0	256	
4:50 PM	3	70	8	0	6	71	17	0	23	12	6	0	2	8	2	0	228	
4:55 PM	3	79	6	0	12	74	17	0	18	9	9	0	8	5	5	0	245	2784
5:00 PM	5	74	4	0	9	85	13	0	26	15	4	0	3	4	2	0	244	2763
5:05 PM	7	94	7	0	8	80	23	0	31	13	14	0	2	8	2	0	289	2818
5:10 PM	9	88	4	0	10	68	15	0	32	14	8	0	2	7	5	0	262	2843
5:15 PM	1	81	3	0	7	67	19	0	33	8	8	0	2	11	0	0	240	2846
5:20 PM	5	98	2	0	14	83	13	0	28	6	6	0	3	5	5	0	268	2896
5:25 PM	12	104	8	0	9	76	24	0	25	9	8	0	3	5	3	0	286	2956
5:30 PM	4	100	4	0	14	69	16	0	21	9	3	0	5	2	3	0	250	3024
5:35 PM	2	79	6	0	10	60	20	2	14	13	2	0	4	4	2	0	218	3015
5:40 PM	2	89	6	0	11	66	13	0	16	4	8	0	1	12	0	0	228	3014
5:45 PM	9	80	8	0	17	67	14	0	16	10	8	0	0	10	4	0	243	3001
5:50 PM	3	77	8	0	7	58	21	0	26	6	10	0	5	2	3	0	226	2999
5:55 PM	3	69	7	0	10	61	15	1	17	9	12	0	3	2	3	0	212	2966
6:00 PM	2	57	8	0	7	77	20	0	16	10	7	0	3	6	4	0	217	2939
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	84	1208	56	0	148	912	212	0	296	96	68	0	44	48	44	0	3216	
Heavy Trucks	0	36	0		0	28	0		4	12	0		0	4	0		84	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

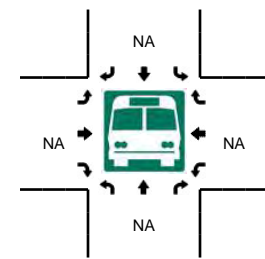
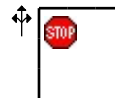
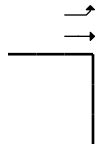
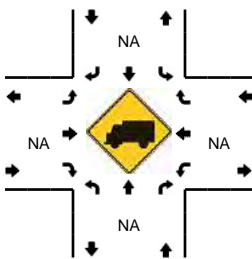
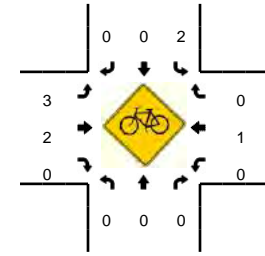
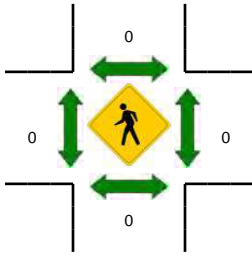
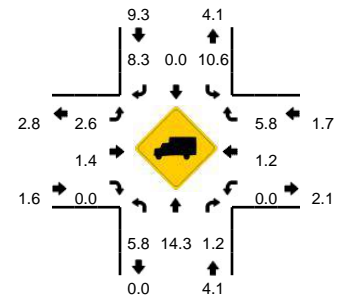
Comments:

LOCATION: Century Dr NE -- Knox Butte Rd E
CITY/STATE: Albany, OR

QC JOB #: 13371010
DATE: Thu, May 21 2015



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

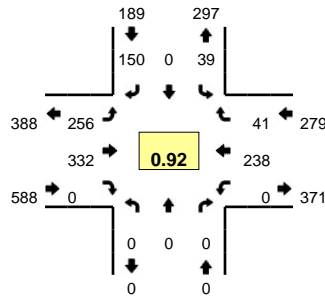


5-Min Count Period Beginning At	Century Dr NE (Northbound)				Century Dr NE (Southbound)				Knox Butte Rd E (Eastbound)				Knox Butte Rd E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:15 PM	2	1	4	0	3	0	12	0	12	44	0	0	0	29	6	0	113	
4:20 PM	3	2	9	0	2	0	7	0	6	46	0	0	0	33	1	0	109	
4:25 PM	7	1	2	0	4	0	6	0	12	30	0	0	0	34	4	0	100	
4:30 PM	8	0	6	0	4	0	7	0	8	36	0	0	0	25	2	0	96	
4:35 PM	5	2	7	0	2	0	12	0	10	34	0	0	0	37	0	0	109	
4:40 PM	3	1	4	0	2	0	13	0	13	41	0	0	0	32	3	0	112	
4:45 PM	0	1	3	0	1	0	9	0	14	56	0	0	0	40	5	0	129	
4:50 PM	9	1	3	0	7	0	12	0	9	40	0	0	0	27	3	0	111	
4:55 PM	1	0	4	0	6	0	9	0	12	48	0	0	0	31	5	0	116	1346
5:00 PM	6	1	9	0	4	0	2	0	14	45	0	0	0	29	3	0	113	1351
5:05 PM	3	3	7	0	8	0	9	0	14	77	0	0	0	33	4	0	158	1388
5:10 PM	5	0	6	0	6	0	12	0	7	75	0	0	0	35	6	0	152	1418
5:15 PM	3	1	8	0	5	0	7	0	12	59	0	0	0	41	4	0	140	1445
5:20 PM	4	2	8	0	7	0	6	0	10	73	0	0	0	32	5	0	147	1483
5:25 PM	4	2	12	0	10	0	6	0	14	69	0	0	0	43	5	0	165	1548
5:30 PM	6	2	9	0	5	0	11	0	15	64	0	0	0	38	8	0	158	1610
5:35 PM	4	0	6	0	4	0	10	0	14	59	0	0	0	33	3	0	133	1634
5:40 PM	7	1	7	0	3	0	3	0	16	50	0	0	0	40	1	0	128	1650
5:45 PM	5	2	4	0	2	0	10	0	9	47	0	0	0	30	6	0	115	1636
5:50 PM	7	2	6	0	3	0	4	0	4	51	0	0	0	24	5	0	106	1631
5:55 PM	2	0	3	0	2	0	13	0	7	57	0	0	0	34	1	0	119	1634
6:00 PM	4	1	5	0	3	0	9	0	8	43	0	0	0	35	4	0	112	1633
6:05 PM	4	0	6	0	5	0	10	0	9	43	0	0	0	18	4	0	99	1574
6:10 PM	3	2	3	0	4	0	12	0	11	46	0	0	0	28	4	0	113	1535
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	56	24	116	0	88	0	92	0	156	824	0	0	0	452	72	0	1880	
Heavy Trucks	0	4	0	0	0	0	4	0	0	12	0	0	0	4	4	0	28	
Pedestrians		0				0				0				0			0	
Bicycles		0				0				1				0			1	
Railroad																		
Stopped Buses																		

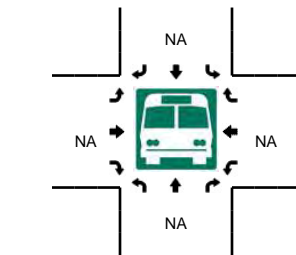
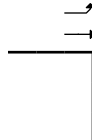
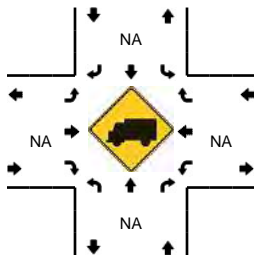
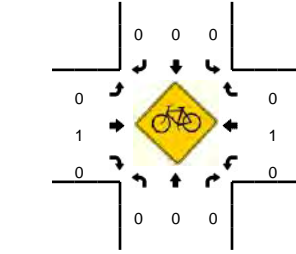
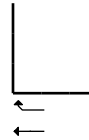
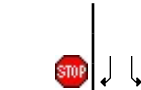
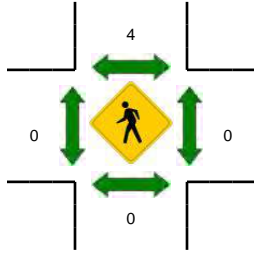
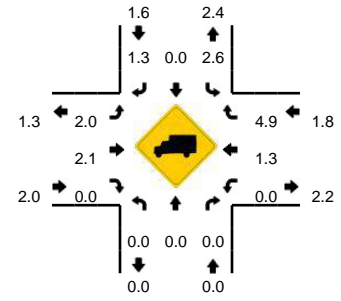
Comments:

LOCATION: Clover Ridge Rd NE -- Knox Butte Rd E
CITY/STATE: Albany, OR

QC JOB #: 13371011
DATE: Thu, May 21 2015



Peak-Hour: 5:05 PM -- 6:05 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

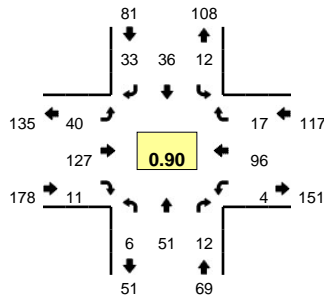


5-Min Count Period Beginning At	Clover Ridge Rd NE (Northbound)				Clover Ridge Rd NE (Southbound)				Knox Butte Rd E (Eastbound)				Knox Butte Rd E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	0	0	0	5	0	9	0	15	25	0	0	0	23	3	0	80	
4:40 PM	0	0	0	0	1	0	6	0	12	21	0	0	0	18	6	0	64	
4:45 PM	0	0	0	0	0	0	16	0	25	24	0	0	0	23	2	0	90	
4:50 PM	0	0	0	0	2	0	15	0	22	22	0	0	0	12	3	0	76	
4:55 PM	0	0	0	0	1	0	12	0	13	21	0	0	0	27	3	0	77	960
5:00 PM	0	0	0	0	2	0	9	0	21	23	0	0	0	16	4	0	75	939
5:05 PM	0	0	0	0	3	0	13	0	21	38	0	0	0	20	0	0	95	950
5:10 PM	0	0	0	0	5	0	14	0	23	29	0	0	0	23	5	0	99	962
5:15 PM	0	0	0	0	3	0	15	0	24	27	0	0	0	23	2	0	94	974
5:20 PM	0	0	0	0	3	0	11	0	24	30	0	0	0	18	4	0	90	988
5:25 PM	0	0	0	0	3	0	8	0	18	31	0	0	0	18	0	0	78	986
5:30 PM	0	0	0	0	2	0	11	0	28	22	0	0	0	21	5	0	89	1007
5:35 PM	0	0	0	0	4	0	14	0	28	27	0	0	0	26	5	0	104	1031
5:40 PM	0	0	0	0	6	0	12	0	15	27	0	0	0	17	4	0	81	1048
5:45 PM	0	0	0	0	2	0	14	0	15	24	0	0	0	19	6	0	80	1038
5:50 PM	0	0	0	0	5	0	14	0	17	28	0	0	0	18	5	0	87	1049
5:55 PM	0	0	0	0	1	0	11	0	23	20	0	0	0	16	2	0	73	1045
6:00 PM	0	0	0	0	2	0	13	0	20	29	0	0	0	19	3	0	86	1056
6:05 PM	0	0	0	0	3	0	8	0	18	15	0	0	0	16	3	0	63	1024
6:10 PM	0	0	0	0	2	0	17	0	24	25	0	0	0	10	4	0	82	1007
6:15 PM	0	0	0	0	3	0	9	0	23	28	0	0	0	24	4	0	91	1004
6:20 PM	0	0	0	0	2	0	16	0	15	28	0	0	0	11	2	0	74	988
6:25 PM	0	0	0	0	5	0	7	0	15	22	0	0	0	16	2	0	67	977
6:30 PM	0	0	0	0	2	0	17	0	14	19	0	0	0	13	3	0	68	956
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	44	0	168	0	272	376	0	0	0	264	28	0	1152	
Heavy Trucks	0	0	0	0	0	0	4	0	0	12	0	0	0	0	8	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

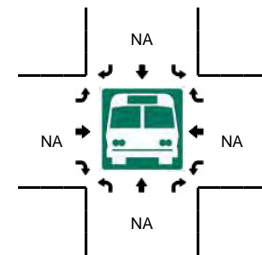
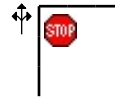
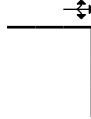
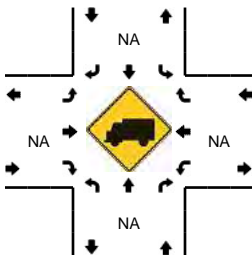
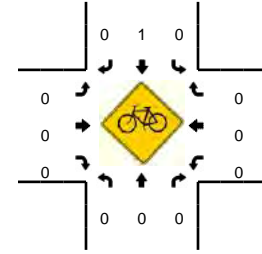
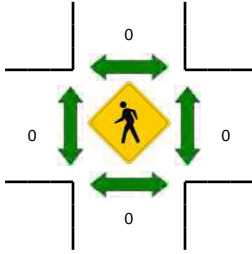
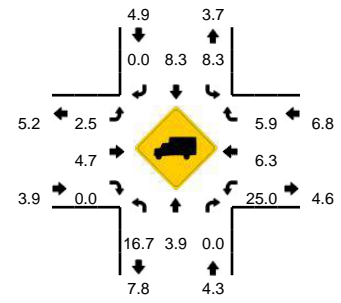
Comments:

LOCATION: Scrael Hill Rd NE -- Knox Butte Rd E
CITY/STATE: Albany, OR

QC JOB #: 13371012
DATE: Thu, May 21 2015



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

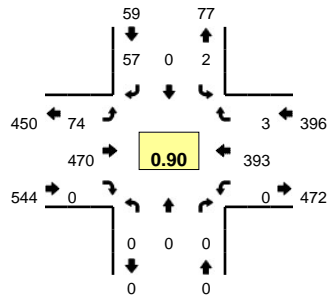


5-Min Count Period Beginning At	Scrael Hill Rd NE (Northbound)				Scrael Hill Rd NE (Southbound)				Knox Butte Rd E (Eastbound)				Knox Butte Rd E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	3	0	0	1	1	0	2	14	1	0	1	6	0	0	32	
4:05 PM	3	6	0	0	2	6	5	0	4	15	0	0	1	7	0	0	49	
4:10 PM	1	4	1	0	0	0	3	0	4	13	0	0	0	8	0	0	34	
4:15 PM	1	5	2	0	0	3	2	0	2	8	1	0	4	9	1	0	38	
4:20 PM	0	7	0	0	1	6	2	0	3	9	1	0	1	4	0	0	34	
4:25 PM	0	5	0	0	0	4	4	0	6	6	0	0	1	5	1	0	32	
4:30 PM	0	5	3	0	3	0	1	0	2	6	0	0	1	11	2	0	34	438
4:35 PM	0	4	1	0	0	5	2	0	3	16	0	0	1	4	0	0	36	
4:40 PM	1	2	0	0	0	4	5	0	3	10	2	0	0	14	3	0	44	
4:45 PM	0	4	4	0	0	1	2	0	2	11	2	0	0	7	3	0	36	
4:50 PM	1	4	0	0	0	3	3	0	6	9	2	0	0	6	0	0	34	
4:55 PM	0	5	2	0	1	5	6	0	0	10	0	0	0	5	1	0	35	
5:00 PM	1	5	1	0	1	0	3	0	2	10	2	0	1	7	0	0	33	
5:05 PM	0	4	0	0	2	1	0	0	8	8	1	0	1	4	1	0	30	
5:10 PM	1	5	0	0	1	2	3	0	2	15	1	0	0	8	1	0	39	
5:15 PM	2	5	1	0	1	5	3	0	7	9	0	0	0	10	2	0	45	
5:20 PM	0	5	0	0	2	2	3	0	1	13	0	0	0	13	1	0	40	
5:25 PM	0	3	0	0	1	8	2	0	4	10	1	0	0	7	3	0	39	
5:30 PM	0	5	0	0	2	1	1	0	4	12	2	0	1	4	0	0	32	
5:35 PM	0	4	0	0	0	7	3	0	2	8	1	0	1	9	0	0	35	
5:40 PM	1	1	1	0	0	7	3	0	1	10	3	0	0	10	2	0	39	
5:45 PM	0	1	1	0	0	1	2	0	7	6	0	0	1	11	0	0	30	
5:50 PM	1	2	1	0	1	1	3	0	4	14	0	0	1	6	1	0	35	
5:55 PM	0	6	0	0	1	1	1	0	4	15	0	0	0	6	0	0	34	
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	12	60	4	0	16	36	36	0	40	148	4	0	0	124	16	0	496	
Heavy Trucks	0	4	0	0	0	4	0	0	0	12	0	0	0	8	0	0	28	
Pedestrians		0				0				0				0			0	
Bicycles		0				1				0				0			1	
Railroad																		
Stopped Buses																		

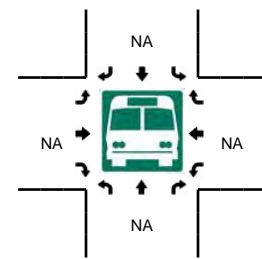
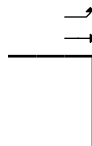
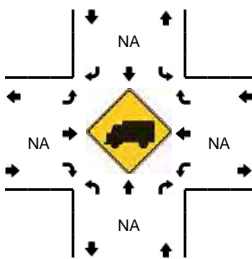
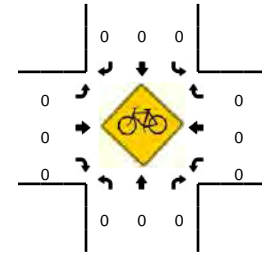
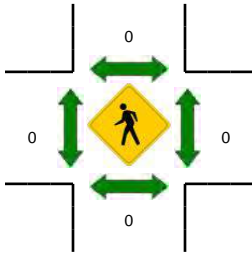
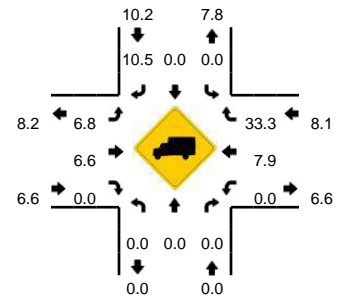
Comments:

LOCATION: Scrael Hill Rd -- US 20
CITY/STATE: Albany, OR

QC JOB #: 13371013
DATE: Thu, May 21 2015



Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



5-Min Count Period Beginning At	Scrael Hill Rd (Northbound)				Scrael Hill Rd (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	3	0	6	38	0	0	0	25	0	0	72	
4:05 PM	0	0	0	0	0	0	6	0	5	42	0	0	0	30	1	0	84	
4:10 PM	0	0	0	0	0	0	4	0	8	31	0	0	0	43	0	0	86	
4:15 PM	0	0	0	0	0	0	5	0	6	51	0	0	0	36	1	0	99	
4:20 PM	0	0	0	0	0	0	6	0	7	32	0	0	0	38	0	0	83	
4:25 PM	0	0	0	0	0	0	8	0	6	39	0	0	0	14	0	0	67	
4:30 PM	0	0	0	0	0	0	3	0	3	41	0	0	0	53	1	0	101	
4:35 PM	0	0	0	0	1	0	1	0	5	42	0	0	0	38	0	0	87	
4:40 PM	0	0	0	0	0	0	7	0	4	38	0	0	0	42	0	0	91	
4:45 PM	0	0	0	0	1	0	4	0	10	37	0	0	0	29	0	0	81	
4:50 PM	0	0	0	0	0	0	6	0	5	36	0	0	0	29	0	0	76	
4:55 PM	0	0	0	0	0	0	3	0	8	36	0	0	0	19	0	0	66	993
5:00 PM	0	0	0	0	0	0	4	0	7	45	0	0	0	22	0	0	78	999
5:05 PM	0	0	0	0	1	0	1	0	4	44	0	0	0	29	1	0	80	995
5:10 PM	0	0	0	0	0	0	4	0	7	52	0	0	0	21	0	0	84	993
5:15 PM	0	0	0	0	0	0	6	0	3	39	0	0	0	37	0	0	85	979
5:20 PM	0	0	0	0	0	0	2	0	5	31	0	0	0	36	0	0	74	970
5:25 PM	0	0	0	0	0	0	6	0	2	37	0	0	0	20	0	0	65	968
5:30 PM	0	0	0	0	2	0	3	0	7	31	0	0	0	25	0	0	68	935
5:35 PM	0	0	0	0	0	0	5	0	5	49	0	0	0	27	0	0	86	934
5:40 PM	0	0	0	0	2	0	7	0	1	46	0	0	0	15	0	0	71	914
5:45 PM	0	0	0	0	0	0	5	0	3	33	0	0	0	22	1	0	64	897
5:50 PM	0	0	0	0	1	0	3	0	3	28	0	0	0	24	1	0	60	881
5:55 PM	0	0	0	0	0	0	1	0	7	32	0	0	0	19	1	0	60	875
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	4	0	44	0	48	484	0	0	0	532	4	0	1116	
Heavy Trucks	0	0	0	0	0	0	12	0	0	32	0	0	0	36	0	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

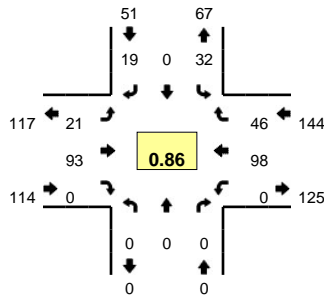
Comments:

Type of peak hour being reported: Intersection Peak

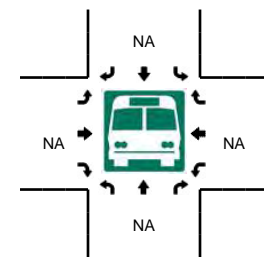
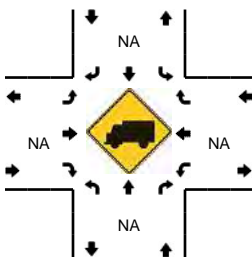
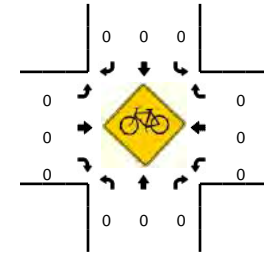
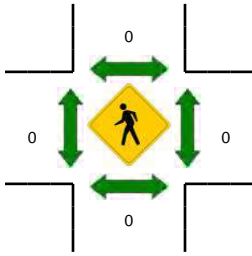
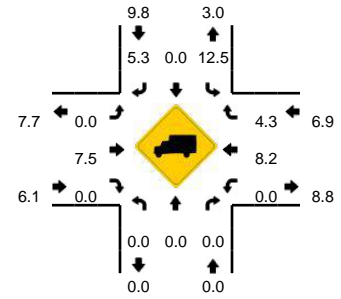
Method for determining peak hour: Total Entering Volume

LOCATION: Three Lakes Rd SE -- Seven Miles Ln SE
CITY/STATE: Albany, OR

QC JOB #: 13371014
DATE: Thu, May 21 2015



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

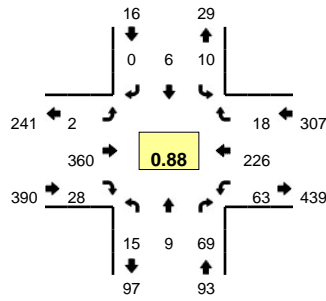


5-Min Count Period Beginning At	Three Lakes Rd SE (Northbound)				Three Lakes Rd SE (Southbound)				Seven Miles Ln SE (Eastbound)				Seven Miles Ln SE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	3	0	2	0	1	10	0	0	0	9	4	0	29	
4:05 PM	0	0	0	0	4	0	0	0	2	9	0	0	0	8	4	0	27	
4:10 PM	0	0	0	0	0	0	1	0	1	8	0	0	0	9	4	0	23	
4:15 PM	0	0	0	0	2	0	2	0	3	9	0	0	0	5	4	0	25	
4:20 PM	0	0	0	0	3	0	1	0	0	8	0	0	0	5	5	0	22	
4:25 PM	0	0	0	0	5	0	4	0	2	4	0	0	0	6	3	0	24	
4:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	10	5	0	18	
4:35 PM	0	0	0	0	4	0	1	0	3	6	0	0	0	17	5	0	36	
4:40 PM	0	0	0	0	2	0	1	0	3	11	0	0	0	10	1	0	28	
4:45 PM	0	0	0	0	1	0	2	0	1	7	0	0	0	10	5	0	26	
4:50 PM	0	0	0	0	2	0	1	0	2	12	0	0	0	4	1	0	22	
4:55 PM	0	0	0	0	5	0	4	0	3	7	0	0	0	5	5	0	29	309
5:00 PM	0	0	0	0	5	0	1	0	0	4	0	0	0	6	3	0	19	299
5:05 PM	0	0	0	0	2	0	2	0	1	6	0	0	0	4	2	0	17	289
5:10 PM	0	0	0	0	1	0	3	0	3	8	0	0	0	12	2	0	29	295
5:15 PM	0	0	0	0	2	0	2	0	1	3	0	0	0	8	5	0	21	291
5:20 PM	0	0	0	0	1	0	2	0	2	6	0	0	0	7	4	0	22	291
5:25 PM	0	0	0	0	0	0	3	0	0	6	0	0	0	1	4	0	14	281
5:30 PM	0	0	0	0	1	0	1	0	1	10	0	0	0	8	4	0	25	288
5:35 PM	0	0	0	0	1	0	1	0	1	9	0	0	0	6	4	0	22	274
5:40 PM	0	0	0	0	0	0	2	0	3	9	0	0	0	7	3	0	24	270
5:45 PM	0	0	0	0	2	0	5	0	1	3	0	0	0	5	4	0	20	264
5:50 PM	0	0	0	0	1	0	0	0	3	3	0	0	0	7	3	0	17	259
5:55 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	4	4	0	12	242
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	28	0	16	0	28	96	0	0	0	148	44	0	360	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	8	8	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

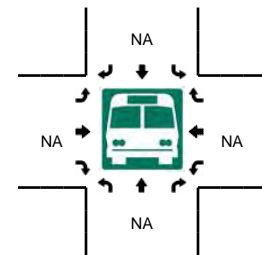
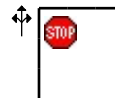
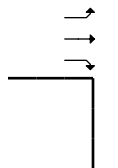
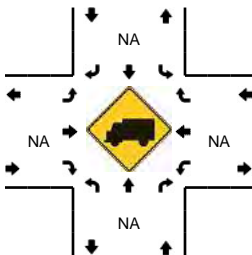
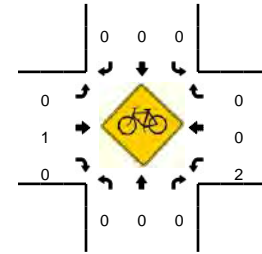
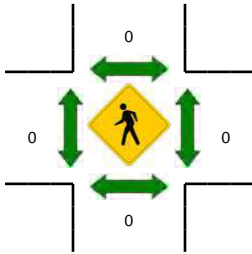
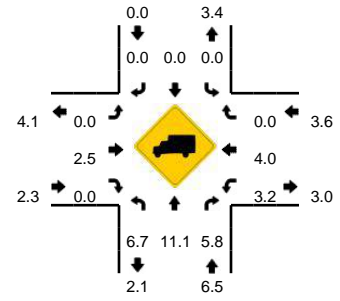
Comments:

LOCATION: Scraven Hill Rd NE -- OR 164
CITY/STATE: Albany, OR

QC JOB #: 13371015
DATE: Thu, May 21 2015



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

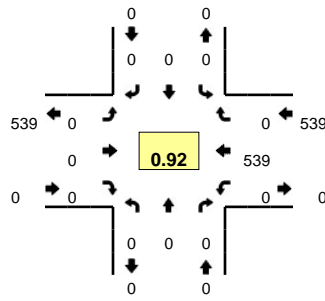


5-Min Count Period Beginning At	Scraven Hill Rd NE (Northbound)				Scraven Hill Rd NE (Southbound)				OR 164 (Eastbound)				OR 164 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:10 PM	0	0	2	0	1	2	1	0	0	20	1	0	2	23	0	0	52	
4:15 PM	2	0	9	0	0	1	0	0	0	34	0	0	5	27	2	0	80	
4:20 PM	0	2	9	0	0	0	0	0	0	21	1	0	5	19	1	0	58	
4:25 PM	1	0	5	0	1	0	0	0	0	33	1	0	3	15	0	0	59	
4:30 PM	0	0	7	0	0	0	1	0	0	21	0	0	5	17	0	0	51	
4:35 PM	0	0	11	0	2	0	0	0	0	29	3	0	6	21	0	0	72	
4:40 PM	2	1	5	0	0	1	0	0	0	33	1	0	4	22	0	0	69	
4:45 PM	0	2	5	0	0	0	0	0	0	35	2	0	3	25	1	0	73	
4:50 PM	0	0	7	0	0	0	0	0	0	25	4	0	10	14	3	0	63	
4:55 PM	3	1	6	0	0	1	0	0	0	22	1	0	6	10	1	0	51	765
5:00 PM	2	1	5	0	2	0	0	0	0	23	3	0	3	19	3	0	61	767
5:05 PM	0	0	3	0	0	1	0	0	1	30	3	0	5	16	2	0	61	750
5:10 PM	1	1	5	0	2	0	0	0	0	30	0	0	5	17	1	0	62	760
5:15 PM	2	0	6	0	2	1	0	0	0	28	2	0	4	17	2	0	64	744
5:20 PM	0	0	6	0	0	0	0	0	1	39	4	0	7	25	4	0	86	772
5:25 PM	1	1	8	0	3	1	0	0	0	32	3	0	2	23	1	0	75	788
5:30 PM	1	2	6	0	1	1	0	0	0	25	3	0	7	21	0	0	67	804
5:35 PM	3	0	7	0	0	0	0	0	0	38	2	0	7	17	0	0	74	806
5:40 PM	0	0	2	0	3	0	0	0	0	29	2	0	2	20	0	0	58	795
5:45 PM	2	0	6	0	2	0	0	0	2	32	1	0	4	13	0	0	62	784
5:50 PM	2	0	5	0	0	2	0	0	0	31	2	0	2	16	1	0	61	782
5:55 PM	0	0	4	0	1	0	0	0	0	25	5	0	6	18	0	0	59	790
6:00 PM	1	0	7	0	0	1	0	0	0	17	2	0	2	13	0	0	43	772
6:05 PM	0	0	5	0	1	0	0	0	0	27	2	0	6	13	2	0	56	767
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	12	80	0	16	8	0	0	4	384	40	0	64	276	20	0	912	
Heavy Trucks	0	0	8	0	0	0	0	0	0	8	0	0	4	24	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Railroad																		
Stopped Buses																		

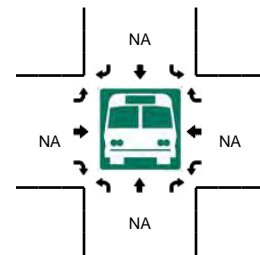
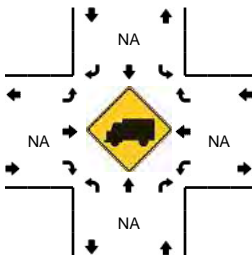
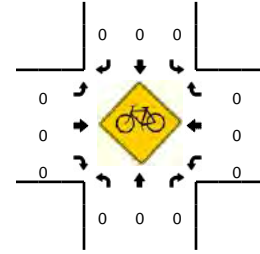
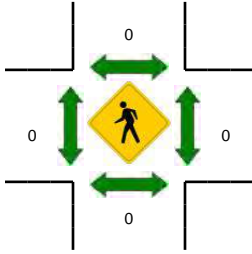
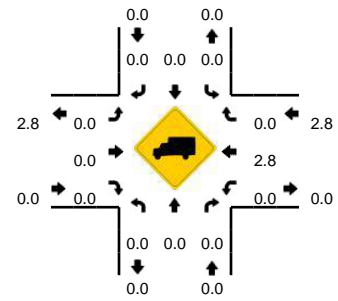
Comments:

LOCATION: West of I-5 Ramp -- Knox Butte Rd
CITY/STATE: Albany, OR

QC JOB #: 13371016
DATE: Thu, May 21 2015



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:25 PM -- 5:40 PM



5-Min Count Period Beginning At	West of I-5 Ramp (Northbound)				West of I-5 Ramp (Southbound)				Knox Butte Rd (Eastbound)				Knox Butte Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	45	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	521
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	517
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	510
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	506
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	47	513
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	514
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	524
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	51	537
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	44	532
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	539
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	34	523
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	511
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43	516
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43	523
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	511
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	501
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	0	0	0	0	0	0	0	0	0	588	0	0	588	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Seasonal Factor Volume Adjustment

Study Intersection	Method	Description	30 HV Seasonal Factor	Average Weekday Factor
OR 164/North Ave	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Rural Populated (not within 10% of AADT ^a)	1.03547315	0.976193095
OR 164/Main St	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Rural Populated (not within 10% of AADT ^a)	1.03547315	0.976193095
OR 164/Scrael Hill Rd	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Rural Populated (not within 10% of AADT ^a)	1.03547315	0.976193095
OR 164/I-5 NB Ramps	ATR Seasonal Trend Table	*assuming characteristics: Commuter/ Small Urban Fringe (not within 10% of AADT ^a)	1.03547315	0.976193095
OR 164/I-5 SB Ramps	On-Site ATR	Use ATR 27-005 factor	1.016470364	0.959405977
Century Dr/I-5 NB Ramps	ATR Seasonal Trend Table	*assuming characteristics:Summer and Commuter/Small Urban Fringe and Rural/ 2 Lanes (not within 10% of AADT ^a)	1.094193299	0.964883478
Old Salem Rd/I-5 SB Ramps	ATR Seasonal Trend Table	*assuming characteristics:Commuter/Small Urban Fringe and Rural/2 Lanes (not within 10% of AADT ^a)	1.03547315	0.976193095
Century Dr/I-5 NB Off Ramp/Knox Butte Rd	ATR Seasonal Trend Table	*assuming characteristics:Summer and Commuter/Small Urban Fringe and Rural/ 2 Lanes (not within 10% of AADT ^a)	1.094193299	0.964883478
Hwy 99/Albany Ave/Airport Rd	ATR Characteristics Table	*assuming characteristics: Commuter/Urbanized/ 4 lanes/ Weekday (2 within 10% of AADT ^a) - Use ATR #27-002 & #30-008	1.027177183	0.971729341
Goldfish Farm Rd/Knox Butte Rd	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Urbanized/ 4 lanes/ Weekday (not within 10% of AADT ^a)	1.03547315	0.976193095
Scrael Hill Rd/Knox Butte Rd	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Small Urban Fringe/2 lanes (not within 10% of AADT ^a)	1.03547315	0.976193095
Scrael Hill Rd/Santiam Hwy	ATR Seasonal Trend Table	*assuming characteristics: Summer/Small Urban Fringe/ (not within 10% of AADT ^a)	1.152913448	0.953573861
Three Lakes Rd/7 Mile Ln	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Small Urban Fringe/4 Lanes (not within 10% of AADT ^a)	1.03547315	0.976193095
Scenic Dr/Hwy 20	ATR Seasonal Trend Table	*assuming characteristics: Summer/Urbanized/ (not within 10% of AADT ^a)	1.152913448	0.953573861
Scenic Dr/Gibson Hill Rd	ATR Seasonal Trend Table	*assuming characteristics: Commuter/Urbanized/2 Lanes (not within 10% of AADT ^a)	1.03547315	0.976193095

^aODOT 2013 Transportation Volume Table - http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/TVT_2013.pdf

^bTraffic Count Map Albany Maintenance District -(Time Mark Traffic County system) PDF counts provided by Chuck Knoll

30 HV - HCM Capacity Analysis Worksheets

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	1	0	121	1	33	0	186	167	34	230	0
Future Vol, veh/h	1	1	0	121	1	33	0	186	167	34	230	0
Conflicting Peds, #/hr	1	0	2	2	0	1	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	3	3	5	5	5	4	4	4
Mvmt Flow	1	1	0	136	1	37	0	209	188	38	258	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	661	736	265	642	642	310	260	0	0	399	0	0
Stage 1	337	337	-	305	305	-	-	-	-	-	-	-
Stage 2	324	399	-	337	337	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	379	349	779	386	391	728	1287	-	-	1149	-	-
Stage 1	681	645	-	702	660	-	-	-	-	-	-	-
Stage 2	692	606	-	675	639	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	346	334	774	371	374	724	1282	-	-	1144	-	-
Mov Cap-2 Maneuver	346	334	-	371	374	-	-	-	-	-	-	-
Stage 1	680	619	-	701	659	-	-	-	-	-	-	-
Stage 2	653	605	-	645	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	19.9	0	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1282	-	-	340	414	1144	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.421	0.033	-	-
HCM Control Delay (s)	0	-	-	15.7	19.9	8.3	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2	0.1	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	373	29	65	234	19	16	9	71	10	6	0
Future Vol, veh/h	2	373	29	65	234	19	16	9	71	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	285	-	275	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	4	4	4	7	7	7	0	0	0
Mvmt Flow	2	424	33	74	266	22	18	10	81	11	7	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	424	0	0	856	863	424	898	852	277
Stage 1	-	-	-	-	-	-	428	428	-	424	424	-
Stage 2	-	-	-	-	-	-	428	435	-	474	428	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1268	-	-	1125	-	-	272	287	619	262	299	767
Stage 1	-	-	-	-	-	-	595	576	-	612	590	-
Stage 2	-	-	-	-	-	-	595	572	-	575	588	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1268	-	-	1125	-	-	253	268	619	210	279	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	268	-	210	279	-
Stage 1	-	-	-	-	-	-	594	575	-	611	551	-
Stage 2	-	-	-	-	-	-	549	534	-	490	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	15.4	21.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	1268	-	-	1125	-	-	231
HCM Lane V/C Ratio	0.24	0.002	-	-	0.066	-	-	0.079
HCM Control Delay (s)	15.4	7.8	-	-	8.4	-	-	21.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	0.3

Intersection

Int Delay, s/veh 14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Traffic Vol, veh/h	60	153	1	1	214	40	3	5	257	6
Future Vol, veh/h	60	153	1	1	214	40	3	5	257	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	6	6	6	0	0	4	4
Mvmt Flow	69	176	1	1	246	46	3	6	295	7

Major/Minor	Major1	Major2	Minor1	Minor2						
Conflicting Flow All	292	0	0	177	0	0	592	176	590	269
Stage 1	-	-	-	-	-	-	314	-	271	-
Stage 2	-	-	-	-	-	-	278	-	319	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.2	7.14	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.14	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.14	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	3.3	3.536	3.336
Pot Cap-1 Maneuver	1264	-	-	1375	-	-	421	872	416	765
Stage 1	-	-	-	-	-	-	701	-	730	-
Stage 2	-	-	-	-	-	-	733	-	688	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1264	-	-	1375	-	-	392	872	391	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	-	391	-
Stage 1	-	-	-	-	-	-	658	-	685	-
Stage 2	-	-	-	-	-	-	718	-	638	-

Approach	EB	WB	NB	SE
HCM Control Delay, s	2.2	0	11.8	38.3
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	538	1264	-	-	1375	-	-	395
HCM Lane V/C Ratio	0.021	0.055	-	-	0.001	-	-	0.765
HCM Control Delay (s)	11.8	8	0	-	7.6	0	-	38.3
HCM Lane LOS	B	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	6.3

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	11	167	96	121	58	64
Future Vol, veh/h	11	167	96	121	58	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	3	3	9	9
Mvmt Flow	12	182	104	132	63	70

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	104	0	309
Stage 1	-	-	104
Stage 2	-	-	205
Critical Hdwy	4.18	-	6.49
Critical Hdwy Stg 1	-	-	5.49
Critical Hdwy Stg 2	-	-	5.49
Follow-up Hdwy	2.272	-	3.581
Pot Cap-1 Maneuver	1451	-	669
Stage 1	-	-	903
Stage 2	-	-	813
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1451	-	663
Mov Cap-2 Maneuver	-	-	663
Stage 1	-	-	903
Stage 2	-	-	806

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	7.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1451	-	-	1395
HCM Lane V/C Ratio	0.008	-	-	0.095
HCM Control Delay (s)	7.5	-	-	7.9
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3

Intersection

Int Delay, s/veh 5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	24	91	53	54	54	0
Future Vol, veh/h	24	91	53	54	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	16	16	8	8	2	2
Mvmt Flow	26	100	58	59	59	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	235	59	0
Stage 1	59	-	-
Stage 2	176	-	-
Critical Hdwy	6.56	6.36	4.18
Critical Hdwy Stg 1	5.56	-	-
Critical Hdwy Stg 2	5.56	-	-
Follow-up Hdwy	3.644	3.444	2.272
Pot Cap-1 Maneuver	723	969	1507
Stage 1	929	-	-
Stage 2	822	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	694	969	1507
Mov Cap-2 Maneuver	694	-	-
Stage 1	929	-	-
Stage 2	789	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	895	-	-
HCM Lane V/C Ratio	0.039	-	0.141	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	253	11	121	325
Future Vol, veh/h	35	9	253	11	121	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	6	6	7	7
Mvmt Flow	41	10	294	13	141	378

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	960	301	0
Stage 1	301	-	-
Stage 2	659	-	-
Critical Hdwy	6.47	6.27	4.17
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.363	2.263
Pot Cap-1 Maneuver	279	727	1226
Stage 1	740	-	-
Stage 2	505	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	238	727	1226
Mov Cap-2 Maneuver	238	-	-
Stage 1	740	-	-
Stage 2	431	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	1226
HCM Lane V/C Ratio	-	-	0.185	0.115
HCM Control Delay (s)	-	-	21	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.4

Intersection

Int Delay, s/veh 79.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	165	782	0	0	462	57	57	15	90	72	0	105
Future Vol, veh/h	165	782	0	0	462	57	57	15	90	72	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	-	-	-	-	-	-	0	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	10	10	10
Mvmt Flow	188	889	0	0	525	65	65	17	102	82	0	119

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	590	0	0	889
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	985	-	-	762
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	985	-	-	762
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	\$ 300.7	\$ 529.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	42	338	985	-	-	762	-	-	26	515
HCM Lane V/C Ratio	1.948	0.303	0.19	-	-	-	-	-	3.147	0.232
HCM Control Delay (s)	\$ 651.4	20.2	9.5	-	-	0	-	-	\$ 1281.8	14.1
HCM Lane LOS	F	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	8.6	1.2	0.7	-	-	0	-	-	10	0.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	265	344	246	42	40	155
Future Vol, veh/h	265	344	246	42	40	155
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	374	267	46	43	168

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	313	0	294
Stage 1	-	-	290
Stage 2	-	-	950
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1247	-	745
Stage 1	-	-	759
Stage 2	-	-	376
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1243	-	743
Mov Cap-2 Maneuver	-	-	137
Stage 1	-	-	759
Stage 2	-	-	266

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	137	743
HCM Lane V/C Ratio	0.232	-	-	-	0.317	0.227
HCM Control Delay (s)	8.8	0	-	-	43	11.3
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.3	0.9

Intersection												
Int Delay, s/veh	4.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	41	132	11	4	99	18	6	53	12	12	37	34
Future Vol, veh/h	41	132	11	4	99	18	6	53	12	12	37	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	7	7	7	5	5	5	5	5	5
Mvmt Flow	46	147	12	4	110	20	7	59	13	13	41	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	159	0	0	412	383	153	409	379	120
Stage 1	-	-	-	-	-	-	244	244	-	129	129	-
Stage 2	-	-	-	-	-	-	168	139	-	280	250	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1443	-	-	1390	-	-	545	546	885	548	548	923
Stage 1	-	-	-	-	-	-	753	699	-	868	784	-
Stage 2	-	-	-	-	-	-	827	776	-	720	694	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1443	-	-	1390	-	-	477	525	885	479	527	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	477	525	-	479	527	-
Stage 1	-	-	-	-	-	-	727	675	-	838	782	-
Stage 2	-	-	-	-	-	-	749	774	-	625	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.3	12.5	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	1443	-	-	1390	-	-	628
HCM Lane V/C Ratio	0.141	0.032	-	-	0.003	-	-	0.147
HCM Control Delay (s)	12.5	7.6	0	-	7.6	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	85	542	453	3	2	66
Future Vol, veh/h	85	542	453	3	2	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	7	9	9	11	11
Mvmt Flow	94	602	503	3	2	73

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	507	0	1296
Stage 1	-	-	505
Stage 2	-	-	791
Critical Hdwy	4.17	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.263	-	3.599
Pot Cap-1 Maneuver	1033	-	171
Stage 1	-	-	588
Stage 2	-	-	431
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1033	-	155
Mov Cap-2 Maneuver	-	-	155
Stage 1	-	-	588
Stage 2	-	-	392

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1033	-	-	-	511
HCM Lane V/C Ratio	0.091	-	-	-	0.148
HCM Control Delay (s)	8.8	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection

Int Delay, s/veh 2.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Traffic Vol, veh/h	33	20	22	96	101	48
Future Vol, veh/h	33	20	22	96	101	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	7	7	7	7
Mvmt Flow	38	23	26	112	117	56

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	308	145	173	0
Stage 1	145	-	-	-
Stage 2	163	-	-	-
Critical Hdwy	6.5	6.3	4.17	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-
Follow-up Hdwy	3.59	3.39	2.263	-
Pot Cap-1 Maneuver	668	881	1374	-
Stage 1	863	-	-	-
Stage 2	847	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	655	881	1374	-
Mov Cap-2 Maneuver	655	-	-	-
Stage 1	863	-	-	-
Stage 2	830	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	10.4	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1374	-	725
HCM Lane V/C Ratio	-	-	0.019	-	0.085
HCM Control Delay (s)	-	-	7.7	0	10.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3

Intersection

Int Delay, s/veh 28.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	144	1268	1	2	791	63	2	0	5	23	0	65
Future Vol, veh/h	144	1268	1	2	791	63	2	0	5	23	0	65
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	-	-	90	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	0	0	0	0	0	0
Mvmt Flow	162	1425	1	2	889	71	2	0	6	26	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	889	0	0	1426	0	0	2679	2642	1426	2645	2642	890
Stage 1	-	-	-	-	-	-	1749	1749	-	893	893	-
Stage 2	-	-	-	-	-	-	930	893	-	1752	1749	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	758	-	-	477	-	-	15	24	168	~ 16	24	345
Stage 1	-	-	-	-	-	-	110	141	-	339	363	-
Stage 2	-	-	-	-	-	-	323	363	-	110	141	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	757	-	-	477	-	-	10	19	168	~ 13	19	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	19	-	~ 13	19	-
Stage 1	-	-	-	-	-	-	86	111	-	266	360	-
Stage 2	-	-	-	-	-	-	252	360	-	83	111	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	163.2	\$ 743.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	757	-	-	477	-	-	45
HCM Lane V/C Ratio	0.262	0.214	-	-	0.005	-	-	2.197
HCM Control Delay (s)	163.2	11	-	-	12.6	0	-	\$ 743.8
HCM Lane LOS	F	B	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.8	0.8	-	-	0	-	-	10.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	140	63	65	136	39
Future Vol, veh/h	28	140	63	65	136	39
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	0	0	3	3
Mvmt Flow	31	157	71	73	153	44

Major/Minor	Minor1	Minor2	Major2
Conflicting Flow All	422	-	350 45
Stage 1	0	-	350 -
Stage 2	422	-	0 -
Critical Hdwy	6.42	-	6.5 6.2
Critical Hdwy Stg 1	-	-	5.5 -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	-	4 3.3
Pot Cap-1 Maneuver	588	0	577 1031
Stage 1	-	0	636 -
Stage 2	662	0	- -
Platoon blocked, %			
Mov Cap-1 Maneuver	588	-	0 1030
Mov Cap-2 Maneuver	588	-	0 -
Stage 1	-	-	0 -
Stage 2	662	-	0 -

Approach	WB	NB	SB
HCM Control Delay, s	11.5	9.1	
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1030	588	-	-	-
HCM Lane V/C Ratio	0.14	0.054	-	-	-
HCM Control Delay (s)	9.1	11.5	0	-	-
HCM Lane LOS	A	B	A	-	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	-






















HCM Signalized Intersection Capacity Analysis
PM Peak Hour

OR 164 & Main Street
9/23/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	8	254	164	128	177	3	114	57	93	3	56	14	
Future Volume (vph)	8	254	164	128	177	3	114	57	93	3	56	14	
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			0.99			1.00		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frt	1.00	1.00	0.85	1.00	1.00			0.95			0.97		
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			1.00		
Satd. Flow (prot)	1614	1699	1413	1599	1678			1565			1643		
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.84			0.99		
Satd. Flow (perm)	1614	1699	1413	1599	1678			1339			1631		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	9	282	182	142	197	3	127	63	103	3	62	16	
RTOR Reduction (vph)	0	0	138	0	1	0	0	10	0	0	5	0	
Lane Group Flow (vph)	9	282	44	142	199	0	0	283	0	0	76	0	
Confl. Peds. (#/hr)	4					4	2		9	9		2	
Confl. Bikes (#/hr)			1			2							
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	3%	3%	3%	3%	3%	3%	
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA		
Protected Phases	5	2		1	6			8			4	4	
Permitted Phases			2				8			4			
Actuated Green, G (s)	2.1	15.2	15.2	9.3	22.4			26.9			26.9		
Effective Green, g (s)	2.1	15.7	15.7	9.3	22.9			27.4			27.4		
Actuated g/C Ratio	0.03	0.24	0.24	0.14	0.36			0.43			0.43		
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5			4.5			4.5		
Vehicle Extension (s)	2.5	6.2	6.2	2.5	6.2			2.5			2.5		
Lane Grp Cap (vph)	52	414	344	230	596			569			693		
v/s Ratio Prot	0.01	c0.17		c0.09	0.12								
v/s Ratio Perm			0.03					c0.21			0.05		
v/c Ratio	0.17	0.68	0.13	0.62	0.33			0.50			0.11		
Uniform Delay, d1	30.3	22.1	19.0	25.9	15.2			13.5			11.2		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Incremental Delay, d2	1.2	7.1	0.5	4.2	1.0			0.5			0.1		
Delay (s)	31.5	29.2	19.5	30.0	16.2			14.0			11.2		
Level of Service	C	C	B	C	B			B			B		
Approach Delay (s)		25.5			21.9			14.0			11.2		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			20.7									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			64.4									Sum of lost time (s)	12.0
Intersection Capacity Utilization			55.5%									ICU Level of Service	B
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
PM Peak Hour

OR 99E & Airport Road/Albany Avenue
9/23/2015

													
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	38	73	29	305	128	95	66	1049	64	130	909	221	
Future Volume (vph)	38	73	29	305	128	95	66	1049	64	130	909	221	
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00	
Frbp, ped/bikes		1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.99		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1623		1599	1565		1614	3228	1411	1614	3228	1411	
Flt Permitted		0.88		0.63	1.00		0.16	1.00	1.00	0.11	1.00	1.00	
Satd. Flow (perm)		1443		1060	1565		273	3228	1411	179	3228	1411	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	40	78	31	324	136	101	70	1116	68	138	967	235	
RTOR Reduction (vph)	0	10	0	0	29	0	0	0	30	0	0	142	
Lane Group Flow (vph)	0	139	0	324	208	0	70	1116	38	138	967	93	
Confl. Peds. (#/hr)	3					3	1		1	1		1	
Confl. Bikes (#/hr)			1						1			1	
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	3%	3%	3%	3%	3%	3%	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		1	6		5		2	
Permitted Phases	4			8			6		6	2		2	
Actuated Green, G (s)		33.3		33.3	33.3		58.7	44.1	44.1	47.2	38.0	38.0	
Effective Green, g (s)		33.3		33.3	33.3		58.7	45.5	45.5	47.2	39.4	39.4	
Actuated g/C Ratio		0.33		0.33	0.33		0.59	0.46	0.46	0.47	0.39	0.39	
Clearance Time (s)		4.0		4.0	4.0		4.0	5.4	5.4	4.0	5.4	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.5	4.5	3.0	4.5	4.5	
Lane Grp Cap (vph)		480		352	521		365	1468	642	216	1271	555	
v/s Ratio Prot					0.13		0.03	c0.35		c0.06	0.30		
v/s Ratio Perm		0.10		c0.31			0.08		0.03	0.24		0.07	
v/c Ratio		0.29		0.92	0.40		0.19	0.76	0.06	0.64	0.76	0.17	
Uniform Delay, d1		24.6		32.1	25.7		21.7	22.7	15.3	35.0	26.2	19.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2		28.7	0.4		0.2	3.8	0.2	6.1	4.3	0.6	
Delay (s)		24.9		60.7	26.0		21.9	26.5	15.4	41.1	30.6	20.3	
Level of Service		C		E	C		C	C	B	D	C	C	
Approach Delay (s)		24.9			46.1			25.6			29.8		
Approach LOS		C			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			30.8									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			79.4%									ICU Level of Service	D
Analysis Period (min)			15										
c	Critical Lane Group												

Average Weekday - HCM Capacity Analysis Worksheets

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	1	0	114	1	31	0	176	157	32	217	0
Future Vol, veh/h	1	1	0	114	1	31	0	176	157	32	217	0
Conflicting Peds, #/hr	1	0	2	2	0	1	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	3	3	5	5	5	4	4	4
Mvmt Flow	1	1	0	128	1	35	0	198	176	36	244	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	624	694	251	606	606	293	246	0	0	376	0	0
Stage 1	318	318	-	288	288	-	-	-	-	-	-	-
Stage 2	306	376	-	318	318	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	401	369	793	408	410	744	1303	-	-	1172	-	-
Stage 1	698	657	-	717	672	-	-	-	-	-	-	-
Stage 2	708	620	-	691	652	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	369	355	788	394	394	740	1298	-	-	1167	-	-
Mov Cap-2 Maneuver	369	355	-	394	394	-	-	-	-	-	-	-
Stage 1	697	632	-	716	671	-	-	-	-	-	-	-
Stage 2	671	619	-	662	627	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	18.1	0	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	362	437	1167	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.375	0.031	-	-
HCM Control Delay (s)	0	-	-	15	18.1	8.2	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.7	0.1	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	351	27	62	221	18	15	9	67	10	6	0
Future Vol, veh/h	2	351	27	62	221	18	15	9	67	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	285	-	275	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	4	4	4	7	7	7	0	0	0
Mvmt Flow	2	399	31	70	251	20	17	10	76	11	7	0

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	272	0	0	399	0	0	809	816	399	849	805	261
Stage 1	-	-	-	-	-	-	403	403	-	402	402	-
Stage 2	-	-	-	-	-	-	406	413	-	447	403	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1286	-	-	1149	-	-	293	306	640	283	318	783
Stage 1	-	-	-	-	-	-	614	591	-	629	604	-
Stage 2	-	-	-	-	-	-	612	585	-	595	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1286	-	-	1149	-	-	274	287	640	231	298	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	287	-	231	298	-
Stage 1	-	-	-	-	-	-	613	590	-	628	567	-
Stage 2	-	-	-	-	-	-	568	549	-	514	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	14.6	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	1286	-	-	1149	-	-	252
HCM Lane V/C Ratio	0.217	0.002	-	-	0.061	-	-	0.072
HCM Control Delay (s)	14.6	7.8	-	-	8.3	-	-	20.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.2

Intersection

Int Delay, s/veh 11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Traffic Vol, veh/h	57	144	1	1	202	38	3	5	242	6
Future Vol, veh/h	57	144	1	1	202	38	3	5	242	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	6	6	6	0	0	4	4
Mvmt Flow	66	166	1	1	232	44	3	6	278	7

Major/Minor	Major1	Major2	Minor1	Minor2						
Conflicting Flow All	276	0	0	167	0	0	560	166	558	254
Stage 1	-	-	-	-	-	-	297	-	256	-
Stage 2	-	-	-	-	-	-	263	-	302	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.2	7.14	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.14	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.14	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	3.3	3.536	3.336
Pot Cap-1 Maneuver	1281	-	-	1387	-	-	442	884	437	780
Stage 1	-	-	-	-	-	-	716	-	744	-
Stage 2	-	-	-	-	-	-	747	-	703	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1281	-	-	1387	-	-	413	884	412	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	-	412	-
Stage 1	-	-	-	-	-	-	675	-	702	-
Stage 2	-	-	-	-	-	-	732	-	655	-

Approach	EB	WB	NB	SE
HCM Control Delay, s	2.2	0	11.6	30.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	559	1281	-	-	1387	-	-	417
HCM Lane V/C Ratio	0.021	0.051	-	-	0.001	-	-	0.684
HCM Control Delay (s)	11.6	8	0	-	7.6	0	-	30.3
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	5

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	11	157	90	114	55	60
Future Vol, veh/h	11	157	90	114	55	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	3	3	9	9
Mvmt Flow	12	171	98	124	60	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	98	0	293
Stage 1	-	-	98
Stage 2	-	-	195
Critical Hdwy	4.18	-	6.49
Critical Hdwy Stg 1	-	-	5.49
Critical Hdwy Stg 2	-	-	5.49
Follow-up Hdwy	2.272	-	3.581
Pot Cap-1 Maneuver	1458	-	683
Stage 1	-	-	909
Stage 2	-	-	821
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1458	-	677
Mov Cap-2 Maneuver	-	-	677
Stage 1	-	-	909
Stage 2	-	-	814

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	7.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1458	-	-	1416
HCM Lane V/C Ratio	0.008	-	-	0.088
HCM Control Delay (s)	7.5	-	-	7.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3

Intersection

Int Delay, s/veh 5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	21	80	46	47	47	21
Future Vol, veh/h	21	80	46	47	47	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	16	16	8	8	2	2
Mvmt Flow	23	88	51	52	52	23

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	216	63	75 0
Stage 1	63	-	- -
Stage 2	153	-	- -
Critical Hdwy	6.56	6.36	4.18 -
Critical Hdwy Stg 1	5.56	-	- -
Critical Hdwy Stg 2	5.56	-	- -
Follow-up Hdwy	3.644	3.444	2.272 -
Pot Cap-1 Maneuver	742	964	1487 -
Stage 1	925	-	- -
Stage 2	842	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	716	964	1487 -
Mov Cap-2 Maneuver	716	-	- -
Stage 1	925	-	- -
Stage 2	813	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.6	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1487	-	899	-	-
HCM Lane V/C Ratio	0.034	-	0.123	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	33	9	238	11	114	307
Future Vol, veh/h	33	9	238	11	114	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	6	6	7	7
Mvmt Flow	38	10	277	13	133	357

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	905	283	0
Stage 1	283	-	-
Stage 2	622	-	-
Critical Hdwy	6.47	6.27	4.17
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.363	2.263
Pot Cap-1 Maneuver	301	744	1244
Stage 1	754	-	-
Stage 2	526	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	261	744	1244
Mov Cap-2 Maneuver	261	-	-
Stage 1	754	-	-
Stage 2	456	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	303	1244
HCM Lane V/C Ratio	-	-	0.161	0.107
HCM Control Delay (s)	-	-	19.2	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4

Intersection

Int Delay, s/veh 79.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	165	782	0	0	462	57	57	15	90	72	0	105
Future Vol, veh/h	165	782	0	0	462	57	57	15	90	72	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	-	-	-	-	-	-	0	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	10	10	10
Mvmt Flow	188	889	0	0	525	65	65	17	102	82	0	119

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	590	0	0	889	0	0	1821	1854	889	1829	1821	557
Stage 1	-	-	-	-	-	-	1264	1264	-	557	557	-
Stage 2	-	-	-	-	-	-	557	590	-	1272	1264	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.55	6.25	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.2	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.59	4.09	3.39
Pot Cap-1 Maneuver	985	-	-	762	-	-	~ 59	73	338	~ 56	74	515
Stage 1	-	-	-	-	-	-	205	237	-	501	499	-
Stage 2	-	-	-	-	-	-	509	490	-	198	232	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	985	-	-	762	-	-	~ 39	59	338	~ 26	60	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 39	59	-	~ 26	60	-
Stage 1	-	-	-	-	-	-	166	192	-	405	499	-
Stage 2	-	-	-	-	-	-	391	490	-	102	188	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	\$ 300.7	\$ 529.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	42	338	985	-	-	762	-	-	26	515
HCM Lane V/C Ratio	1.948	0.303	0.19	-	-	-	-	-	3.147	0.232
HCM Control Delay (s)	\$ 651.4	20.2	9.5	-	-	0	-	-	\$ 1281.8	14.1
HCM Lane LOS	F	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	8.6	1.2	0.7	-	-	0	-	-	10	0.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	250	324	232	40	38	146
Future Vol, veh/h	250	324	232	40	38	146
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	352	252	43	41	159

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	296	0	1170
Stage 1	-	-	274
Stage 2	-	-	896
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1265	-	761
Stage 1	-	-	772
Stage 2	-	-	399
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1261	-	758
Mov Cap-2 Maneuver	-	-	156
Stage 1	-	-	772
Stage 2	-	-	292

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1261	-	-	-	156	758
HCM Lane V/C Ratio	0.215	-	-	-	0.265	0.209
HCM Control Delay (s)	8.6	0	-	-	36.2	11
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1	0.8

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	39	124	11	4	94	17	6	50	12	12	35	32
Future Vol, veh/h	39	124	11	4	94	17	6	50	12	12	35	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	7	7	7	5	5	5	5	5	5
Mvmt Flow	43	138	12	4	104	19	7	56	13	13	39	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	150	0	0	391	363	144	388	360	114
Stage 1	-	-	-	-	-	-	231	231	-	123	123	-
Stage 2	-	-	-	-	-	-	160	132	-	265	237	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1452	-	-	1401	-	-	563	560	895	565	562	931
Stage 1	-	-	-	-	-	-	765	708	-	874	788	-
Stage 2	-	-	-	-	-	-	835	781	-	734	703	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1452	-	-	1401	-	-	498	540	895	499	542	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	540	-	499	542	-
Stage 1	-	-	-	-	-	-	741	685	-	846	786	-
Stage 2	-	-	-	-	-	-	761	779	-	643	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.3	12.2	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	1452	-	-	1401	-	-	642
HCM Lane V/C Ratio	0.131	0.03	-	-	0.003	-	-	0.137
HCM Control Delay (s)	12.2	7.6	0	-	7.6	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	71	448	375	3	2	54
Future Vol, veh/h	71	448	375	3	2	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	7	9	9	11	11
Mvmt Flow	79	498	417	3	2	60

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	420	0	1074
Stage 1	-	-	418
Stage 2	-	-	656
Critical Hdwy	4.17	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.263	-	3.599
Pot Cap-1 Maneuver	1113	-	234
Stage 1	-	-	645
Stage 2	-	-	500
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1113	-	217
Mov Cap-2 Maneuver	-	-	217
Stage 1	-	-	645
Stage 2	-	-	465

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	578
HCM Lane V/C Ratio	0.071	-	-	-	0.108
HCM Control Delay (s)	8.5	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection

Int Delay, s/veh 2.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Traffic Vol, veh/h	31	19	21	91	96	45
Future Vol, veh/h	31	19	21	91	96	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	7	7	7	7
Mvmt Flow	36	22	24	106	112	52

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	293	138	164 0
Stage 1	138	-	- -
Stage 2	155	-	- -
Critical Hdwy	6.5	6.3	4.17 -
Critical Hdwy Stg 1	5.5	-	- -
Critical Hdwy Stg 2	5.5	-	- -
Follow-up Hdwy	3.59	3.39	2.263 -
Pot Cap-1 Maneuver	681	889	1385 -
Stage 1	869	-	- -
Stage 2	854	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	669	889	1385 -
Mov Cap-2 Maneuver	669	-	- -
Stage 1	869	-	- -
Stage 2	839	-	- -

Approach	SB	SE	NW
HCM Control Delay, s	10.3	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1385	-	738
HCM Lane V/C Ratio	-	-	0.018	-	0.079
HCM Control Delay (s)	-	-	7.6	0	10.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	119	1049	1	2	654	52	2	0	4	19	0	53
Future Vol, veh/h	119	1049	1	2	654	52	2	0	4	19	0	53
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	-	-	90	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	0	0	0	0	0	0
Mvmt Flow	134	1179	1	2	735	58	2	0	4	21	0	60

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	735	0	0	1180	0	0	2216	2186	1180	2188	2186	736
Stage 1	-	-	-	-	-	-	1447	1447	-	739	739	-
Stage 2	-	-	-	-	-	-	769	739	-	1449	1447	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	866	-	-	592	-	-	32	46	234	33	46	422
Stage 1	-	-	-	-	-	-	165	198	-	412	427	-
Stage 2	-	-	-	-	-	-	397	427	-	165	198	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	865	-	-	592	-	-	24	39	234	28	39	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	39	-	28	39	-
Stage 1	-	-	-	-	-	-	139	167	-	348	424	-
Stage 2	-	-	-	-	-	-	339	424	-	137	167	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	72.5	151.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	865	-	-	592	-	-	90
HCM Lane V/C Ratio	0.112	0.155	-	-	0.004	-	-	0.899
HCM Control Delay (s)	72.5	9.9	-	-	11.1	0	-	151.5
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	5

Intersection

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	132	60	62	128	37
Future Vol, veh/h	26	132	60	62	128	37
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	0	0	3	3
Mvmt Flow	29	148	67	70	144	42

Major/Minor	Minor1	Minor2	Major2
Conflicting Flow All	399	-	330 43
Stage 1	0	-	330 -
Stage 2	399	-	0 -
Critical Hdwy	6.42	-	6.5 6.2
Critical Hdwy Stg 1	-	-	5.5 -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	-	4 3.3
Pot Cap-1 Maneuver	607	0	592 1033
Stage 1	-	0	649 -
Stage 2	678	0	- -
Platoon blocked, %			
Mov Cap-1 Maneuver	607	-	0 1032
Mov Cap-2 Maneuver	607	-	0 -
Stage 1	-	-	0 -
Stage 2	678	-	0 -

Approach	WB	NB	SB
HCM Control Delay, s	11.2	9	
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1032	607	-	-	-
HCM Lane V/C Ratio	0.133	0.048	-	-	-
HCM Control Delay (s)	9	11.2	0	-	-
HCM Lane LOS	A	B	A	-	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	-

HCM Signalized Intersection Capacity Analysis

PM Peak Hour

OR 164 & Main Street
9/23/2015
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↕			↕	
Traffic Volume (vph)	8	239	154	121	167	3	107	54	88	3	53	14
Future Volume (vph)	8	239	154	121	167	3	107	54	88	3	53	14
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.95			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1614	1699	1413	1599	1678			1565			1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.84			0.99	
Satd. Flow (perm)	1614	1699	1413	1599	1678			1346			1629	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	266	171	134	186	3	119	60	98	3	59	16
RTOR Reduction (vph)	0	0	130	0	1	0	0	10	0	0	5	0
Lane Group Flow (vph)	9	266	41	134	188	0	0	267	0	0	73	0
Confl. Peds. (#/hr)	4					4	2		9	9		2
Confl. Bikes (#/hr)			1			2						
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	4
Permitted Phases			2				8			4		
Actuated Green, G (s)	2.1	14.6	14.6	9.3	21.8			25.8			25.8	
Effective Green, g (s)	2.1	15.1	15.1	9.3	22.3			26.3			26.3	
Actuated g/C Ratio	0.03	0.24	0.24	0.15	0.36			0.42			0.42	
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5			4.5			4.5	
Vehicle Extension (s)	2.5	6.2	6.2	2.5	6.2			2.5			2.5	
Lane Grp Cap (vph)	54	409	340	237	596			564			683	
v/s Ratio Prot	0.01	c0.16		c0.08	0.11							
v/s Ratio Perm			0.03					c0.20			0.05	
v/c Ratio	0.17	0.65	0.12	0.57	0.32			0.47			0.11	
Uniform Delay, d1	29.4	21.4	18.6	24.8	14.7			13.2			11.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.1	6.0	0.5	2.5	0.9			0.5			0.1	
Delay (s)	30.5	27.4	19.1	27.3	15.6			13.6			11.1	
Level of Service	C	C	B	C	B			B			B	
Approach Delay (s)		24.3			20.4			13.6			11.1	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	62.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
PM Peak Hour

OR 99E & Airport Road/Albany Avenue
9/23/2015

													
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	36	69	27	289	121	89	62	992	60	123	860	209	
Future Volume (vph)	36	69	27	289	121	89	62	992	60	123	860	209	
Ideal Flow (vphp)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00	
Frbp, ped/bikes		1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.99		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1623		1599	1566		1614	3228	1412	1614	3228	1411	
Flt Permitted		0.88		0.64	1.00		0.19	1.00	1.00	0.14	1.00	1.00	
Satd. Flow (perm)		1448		1072	1566		322	3228	1412	231	3228	1411	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	38	73	29	307	129	95	66	1055	64	131	915	222	
RTOR Reduction (vph)	0	10	0	0	29	0	0	0	29	0	0	131	
Lane Group Flow (vph)	0	130	0	307	195	0	66	1055	35	131	915	91	
Confl. Peds. (#/hr)	3					3	1		1	1		1	
Confl. Bikes (#/hr)			1						1			1	
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	3%	3%	3%	3%	3%	3%	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		1	6		5		2	
Permitted Phases	4			8			6		6	2		2	
Actuated Green, G (s)		32.0		32.0	32.0		60.0	45.5	45.5	48.6	39.5	39.5	
Effective Green, g (s)		32.0		32.0	32.0		60.0	46.9	46.9	48.6	40.9	40.9	
Actuated g/C Ratio		0.32		0.32	0.32		0.60	0.47	0.47	0.49	0.41	0.41	
Clearance Time (s)		4.0		4.0	4.0		4.0	5.4	5.4	4.0	5.4	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.5	4.5	3.0	4.5	4.5	
Lane Grp Cap (vph)		463		343	501		388	1513	662	238	1320	577	
v/s Ratio Prot					0.12		0.03	c0.33		c0.05	0.28		
v/s Ratio Perm		0.09		c0.29			0.08		0.02	0.22		0.06	
v/c Ratio		0.28		0.90	0.39		0.17	0.70	0.05	0.55	0.69	0.16	
Uniform Delay, d1		25.4		32.4	26.4		18.9	20.9	14.5	32.6	24.4	18.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2		24.3	0.4		0.2	2.7	0.2	2.7	3.0	0.6	
Delay (s)		25.6		56.7	26.8		19.1	23.6	14.6	35.3	27.4	19.2	
Level of Service		C		E	C		B	C	B	D	C	B	
Approach Delay (s)		25.6			44.1			22.9			26.8		
Approach LOS		C			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			28.2									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.75										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			75.8%									ICU Level of Service	D
Analysis Period (min)			15										
c	Critical Lane Group												

ODOT Crash Data 2009 - 2013

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1317064	2009-01-08	Marion	Jefferson	GREENWOOD ST	MAIN ST	INTER	O-1TURN	TURN	INJ	CLR	DRY	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1317690	2009-01-01	Linn	Albany	CRITTENDON ST	16TH AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DARK	TREE	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1317226	2009-01-05	Linn	Albany	LYON ST	5TH AVE	INTER	S-1STOP	REAR	INJ	CLD	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1317800	2009-01-04	Linn	Albany	COX ST	SOUTH SHORE DR	STRGHT	PRKD MV	REAR	PDO	SLT	ICE	DLIT		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1317873	2009-01-12	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1317884	2009-01-13	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1317890	2009-01-13	Linn	Albany	ELLSWORTH ST	9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1317895	2009-01-13	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1317909	2009-01-13	Linn	Albany	LYON ST	1ST AVE	INTER	S-STRGHT	REAR	PDO	UNK	UNK	UNK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1318016	2009-01-15	Linn	Albany	SB THRSTN FR 7TH	PACIFIC BLVD	GRADE	S-1STOP	REAR	PDO	CLR	DRY	DLIT		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1318034	2009-01-15	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318049	2009-01-07	Linn	Albany	4TH AVE	ELLSWORTH ST	ALLEY	ANGL-OTH	TURN	INJ	RAIN	WET	DAY	VEH HID	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1318076	2009-01-07	Linn	Albany	OKA ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318184	2009-01-06	Linn	Albany	JACKSON ST	9TH AVE	INTER	STRGHT	REAR	PDO	UNK	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318267	2009-01-09	Linn	Albany	GEARY ST	9TH AVE	INTER	STRGHT	FIX OBJ	FIX	INJ	FOG	DRY	DAY	DITCH	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1318272	2009-01-09	Linn	Albany	GEARY ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1318276	2009-01-09	Linn	Albany	PACIFIC BLVD	SB THRSTN FR 7TH	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318285	2009-01-16	Linn	Albany	PACIFIC BLVD	FULTON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318293	2009-03-01	Linn	Albany	HILL ST	9TH AVE	INTER	CURVE	FIX OBJ	FIX	FAT	UNK	UNK	DLIT	POLE UTL	STRGHT	MTRCYCLE	PSNGR CAR	
1318339	2009-03-03	Benton	Albany	SPRING HILL RD	COUNTRY CLUB LN	STRGHT	S-STRGHT	SS-O	FAT	CLR	DRY	DARK	TREE	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1318346	2009-01-18	Linn	Albany	WB EXTO PACIFIC BV	NR I-5 EX KNOX B RD	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1318369	2009-01-20	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1318445	2009-01-22	Linn	Albany	QUEEN AVE	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318474	2009-01-22	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1318501	2009-01-23	Linn	Albany	LYON ST	5TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318536	2009-01-25	Linn	Tangent	CORVLEBANON HY	WB EF CORVLEB HY	STRGHT	FIX OBJ	FIX	PDO	CLR	WET	DAWN	DITCH	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1318613	2009-01-28	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318674	2009-01-31	Linn	Albany	CLAY ST	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1318705	2009-01-26	Linn	Albany	QUEEN AVE	BURKHART ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		IMP-TURN	U-TURN	PSNGR CAR	PSNGR CAR	
1318711	2009-01-26	Linn	Albany	QUEEN AVE	BURKHART ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1318751	2009-01-27	Linn	Albany	GEARY ST	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1318759	2009-01-27	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1318769	2009-01-28	Linn	Albany	PACIFIC BLVD	29TH AVE	ALLEY	FIX OBJ	FIX	PDO	CLR	DRY	DAWN	FENC/BLD	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1318812	2009-01-29	Linn	Albany	CLAY ST	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1318861	2009-01-30	Linn	Albany	SANTIAM HWY	ERMINIE ST	ALLEY	ANGL-OTH	TURN	INJ	FOG	WET	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1318932	2009-01-31	Linn	Albany	SANTIAM HWY	ERMINIE ST	STRGHT	FIX OBJ	FIX	PDO	FOG	ICE	DAWN	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1318955	2009-01-09	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	BRIDGE	S-1STOP	REAR	INJ	CLD	DRY	DARK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1319147	2009-01-13	Benton	Albany	N ALBANY RD	HICKORY ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DARK		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1319441	2009-01-24	Linn	Albany	ELM ST	7TH AVE	ALLEY	FIX OBJ	FIX	PDO	RAIN	WET	DAY		POLE UNK	TURN-R	PSNGR CAR	PSNGR CAR	
1320298	2009-02-03	Linn	Albany	QUEEN AVE	2ND AVE	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DARK		VEH HID	STRGHT	PSNGR CAR	PSNGR CAR	
1320316	2009-02-05	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	O-1TURN	TURN	INJ	CLD	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1320346	2009-02-01	Linn	Albany	SANTIAM HWY	SANTIAM HWY	STRGHT	FIX OBJ	FIX	PDO	UNK	ICE	DAY	BARRIER	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1320353	2009-02-02	Linn	Albany	N SB EX SANTIAM HWY	SANTIAM HWY	CURVE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320486	2009-02-10	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1320540	2009-02-18	Linn	Albany	CORVLEBANON HY	LOONEY LN C	CURVE	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	SLIPPERY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1320580	2009-02-26	Linn	Tangent	CORVLEBANON HY	LOONEY LN C	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320647	2009-02-27	Linn	Albany	QUEEN AVE	10TH AVE	STRGHT	FIX OBJ	FIX	PDO	FOG	ICE	DAY		SLIPPERY	STRGHT	PSNGR CAR	PSNGR CAR	
1320671	2009-02-27	Linn	Albany	QUEEN AVE	10TH AVE	CURVE	FIX OBJ	FIX	PDO	UNK	ICE	DAY		SLIPPERY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1320697	2009-03-01	Linn	Albany	FERRY ST	20TH AVE	ALLEY	ANGL-OTH	TURN	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1320699	2009-02-03	Linn	Albany	GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320708	2009-02-01	Linn	Albany	QUEEN AVE	INDUSTRIAL WAY	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	SLIPPERY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1320715	2009-02-02	Linn	Albany	CLAY ST	14TH AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	OTH BUS	PSNGR CAR	
1320718	2009-02-02	Linn	Albany	9TH AVE	FERRY ST	STRGHT	PRKD MV	SS-O	INJ	CLR	DRY	DAY	FORCED	OTHR-IMP	STRGHT	PSNGR CAR	SCHL BUS	
1320724	2009-02-03	Linn	Albany	34TH AVE	CALAPOOIA ST	STRGHT	S-1STOP	REAR	PDO	FOG	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320773	2009-02-03	Linn	Albany	DAVIDSON ST	2ND AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1320810	2009-02-10	Linn	Albany	ELLSWORTH ST	9TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DLIT	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1320831	2009-02-06	Linn	Albany	FERRY ST	34TH AVE	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1320854	2009-02-09	Linn	Albany	PINE ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1320866	2009-02-13	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320876	2009-02-11	Linn	Albany	QUEEN AVE	GEARY ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DUSK	VEH HID	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1320888	2009-02-12	Linn	Albany	PACIFIC BLVD	MAIN ST	ALLEY	ANGL-OTH	TURN	INJ	CLD	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1320892	2009-02-13	Linn	Albany	SANTIAM HWY	MAIN ST	ALLEY	S-1TURN	TURN	PDO	CLR	DRY	DAY	CURB	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1320952	2009-02-15	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DUSK		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1320976	2009-02-03	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1320981	2009-02-19	Linn	Albany	WAVERLY DR	18TH AVE	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY	FORCED	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1321029	2009-02-21	Linn	Albany	HILL ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1321049	2009-02-24	Linn	Albany	2ND AVE	LYON ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	BUG INTF	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1321106	2009-02-24	Linn	Albany	24TH AVE	OKA ST	STRGHT	S-1TURN	TURN	PDO	CLD	DRY	DAY		IMP-TURN	U-TURN	PSNGR CAR	PSNGR CAR	
1321170	2009-02-23	Linn	Albany	WAVERLY DR	QUEEN AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1321181	2009-02-25	Linn	Albany	JACKSON ST	QUEEN AVE	INTER	BKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1321194	2009-02-27	Linn	Albany	ELM ST	QUEEN AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DUSK	CURB	INATTENT				

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1323257	2009-03-14	Linn	Albany	PACIFIC BLVD	53RD AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DAY	HYDRANT	DIS-RAG	STRGHT	PSNGR CAR		
1323347	2009-03-22	Linn	Albany	ERMINA ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1323419	2009-03-18	Linn	Albany			INTER	FIX OBJ	FIX	PDO	UNK	UNK	DARK	GORE	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1323491	2009-03-27	Linn	Albany	SANTIAM HWY	WAWERLY DR	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1323531	2009-03-30	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	PED	REAR	INJ	CLR	DRY	DAY	CELL-POL	INATTENT	TURN-L	PSNGR CAR	PSNGR CAR	
1323589	2009-03-20	Linn	Albany	GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1323589	2009-03-30	Linn	Albany	GEARY ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1323611	2009-03-29	Linn	Albany	GEARY ST	GRAND PRAIRIE RD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1323961	2009-03-23	Benton	Albany	GIBSON HILL RD	PARK TER	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1323985	2009-03-01	Benton	Albany	HICKORY ST	N ALBANY RD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1324006	2009-03-13	Benton	Albany	NW OAK GROVE DR		INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1324081	2009-03-06	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1325818	2009-02-19	Linn	Albany	HILL ST	QUEEN AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1325819	2009-04-04	Linn	Albany	GEARY ST	1ST AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1325838	2009-04-01	Linn	Albany	SB EXTO AIRPORT RD	PACIFIC HY I-5	CURVE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1325852	2009-04-03	Linn	Albany	QUEEN AVE	BURKHART ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1325870	2009-04-04	Linn	Albany	GEARY ST	10TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1325892	2009-04-04	Linn	Albany	QUEEN AVE	WALNUT ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1325919	2009-04-07	Linn	Albany	PACIFIC BLVD	18TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1325944	2009-04-08	Linn	Albany	ELLSWORTH ST	9TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS	
1325950	2009-04-10	Linn	Albany	HILL ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1325957	2009-04-06	Linn	Albany	GEARY ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1325961	2009-04-06	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		FORCED	TURN-L	PSNGR CAR	PSNGR CAR	
1325975	2009-04-06	Linn	Albany	12TH AVE	WILLETA ST	ALLEY	ANGL-OTH	PARK	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1325979	2009-04-06	Linn	Albany	PACIFIC BLVD	MORSE AVE	STRGHT	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		FORCED	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1326010	2009-01-26	Linn	Albany	SE CANAL AVE	IR HILL ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		CELL-WTN	INATTENT	PSNGR CAR	PSNGR CAR	
1326039	2009-04-07	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1326046	2009-04-07	Linn	Albany	QUEEN AVE	WASHINGTON ST	STRGHT	O-1STOP	BACK	INJ	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1326149	2009-04-13	Linn	Albany	WAWERLY DR	SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1326197	2009-04-20	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1326219	2009-04-01	Linn	Albany	WAWERLY DR	SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1326245	2009-04-03	Linn	Albany	MAIN ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1326272	2009-04-03	Linn	Albany			STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1326316	2009-04-10	Linn	Albany	PACIFIC HY I-5		STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1326393	2009-04-12	Linn	Albany			STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1326400	2009-04-13	Linn	Albany	PACIFIC BLVD	MAIN ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1326417	2009-04-13	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	S-STRGHT	SS-O	INJ	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1326431	2009-04-14	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1326489	2009-04-04	Benton	Albany	ALBANY-CORVALLIS HY	WALKER LN	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1326517	2009-04-03	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		CELL-WTN	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1326807	2009-04-09	Benton	Albany	CROCKER LN	VALLEY VIEW DR	CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DAY	TREE	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1328198	2009-04-16	Linn	Albany	GEARY ST	34TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1328226	2009-04-19	Linn	Albany	EB ALBANY-CORVLS HY	EB EXTO LYON ST	CURVE	OVERTURN	NCOL	INJ	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1328244	2009-04-21	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1328258	2009-04-21	Linn	Albany	6TH AVE	LYON ST	STRGHT	O-STRGHT	SS-M	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1328267	2009-04-22	Linn	Albany	WAWERLY DR	21ST AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1328269	2009-04-23	Linn	Albany	BELMONT AVE	PACIFIC BLVD	ALLEY	PRKD MV	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1328420	2009-04-29	Linn	Albany	QUEEN AVE	GEARY ST	BKKE	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1328460	2009-04-16	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	S-1TURN	TURN	INJ	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1328482	2009-04-17	Linn	Albany	PACIFIC BLVD	PACIFIC PL	STRGHT	O-OTHER	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	SEMI TOW	PSNGR CAR	
1328492	2009-04-18	Linn	Albany	SANTIAM HWY	COLUMBUS ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1328506	2009-04-25	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	TRUCK	
1328519	2009-04-23	Linn	Albany	SANTIAM HWY	CENTER ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1328531	2009-04-21	Linn	Albany	PACIFIC BLVD	FERRY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1328552	2009-04-21	Linn	Albany	CLEVELAND ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1328589	2009-04-26	Linn	Albany			STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1328590	2009-04-26	Linn	Albany			STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	SEMI TOW	
1328608	2009-04-26	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1328633	2009-04-27	Linn	Albany			STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DARK		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1328639	2009-04-27	Linn	Albany	SANTIAM HWY	GOLDFISH FARM RD	STRGHT	ANIMAL	OTH	PDO	RAIN	WET	DAY	DEER ELK	OTHER	STRGHT	PSNGR CAR	PSNGR CAR	
1328659	2009-04-29	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1328685	2009-04-29	Linn	Albany	WAWERLY DR	SANTIAM HWY	STRGHT	OTH OBJ	FIX	PDO	CLR	DRY	DAY		OTH SIGN	STRGHT	PSNGR CAR	PSNGR CAR	
1328818	2009-06-11	Linn	Albany			STRGHT	FIX OBJ	FIX	FAT	CLR	DRY	DAY	DITCH	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1328945	2009-04-12	Linn	Albany	BOSTON ST	22ND AVE	INTER	NCOL	NCOL	FAT	CLR	DRY	DAY		ON VEHICLE	TURN-R	PSNGR CAR	PSNGR CAR	
1329034	2009-05-11	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1329141	2009-05-28	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1329687	2009-05-05	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1329776	2009-05-08	Linn	Albany			STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1329870	2009-05-13	Linn	Albany	LYON ST	2ND AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1329886	2009-05-14	Linn	Albany	SANTIAM HWY	CLAY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1329900	2009-05-12	Linn	Albany	ELLINGSON RD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1331129	2009-05-18	Marion	Jefferson	JEFFERSON HY	MAIN ST	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR		
1331656	2009-04-03	Linn	Albany	SW ALLEN LN	SW SUPRA DR	ALLEY	FIX OBJ	FIX	PDO	CLD	WET	DAY	DITCH	TOO-FAST	TURN-L	PSNGR CAR		
1331664	2009-04-18	Linn	Albany	BOSTON ST	QUAIL AVE	INTER	PRKD MV	TURN	PDO	CLR	DRY	DLIT		DEF STER	TURN-L	PSNGR CAR	PSNGR CAR	
1331680	2009-06-05	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	BIKE	TURN	INJ	CLD	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR		
1331773	2009-06-01	Linn	Albany	ELLSWORTH ST	9TH AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1331823	2009-06-02	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1331895	2009-06-05	Linn	Albany	PACIFIC BLVD	GEARY ST	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DAY	BARRIER	PHANTOM	STRGHT	PSNGR CAR		
1331942	2009-06-07	Linn	Albany	PACIFIC BLVD	GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLD	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1331964	2009-06-10	Linn	Albany	PACIFIC BLVD	PINE ST	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1331973	2009-06-11	Linn	Albany	PACIFIC BLVD		STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332005	2009-06-12	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	MOTRHOM	
1332023	2009-06-11	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1332112	2009-06-12	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332135	2009-06-12	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	FIX OBJ	FIX	PDO	CLD	DRY	DUSK		FENC/BLD	FATIGUE	TURN-R	PSNGR CAR	PSNGR CAR
1332180	2009-06-13	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		OTH ACDT	STRGHT	PSNGR CAR	PSNGR CAR	
1332186	2009-06-13	Linn				STRGHT	S-STRGHT	OTH	PDO	CLR	DRY	DAY		OTH ACDT	STRGHT	PSNGR CAR	PSNGR CAR	
1332222	2009-06-18	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332336	2009-06-18	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1332524	2009-06-24	Linn	Albany	PACIFIC BLVD	EB EXTO LYON ST	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR		
1332598	2009-06-27	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332618	2009-06-05	Linn	Albany	WAVERLY DR	21ST AVE	STRGHT	S-1STOP	REAR	INJ	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332644	2009-06-02	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332741	2009-06-04	Linn	Albany	LYON ST	4TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332762	2009-06-04	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	UNK	DAY		TOO-CLOS	STRGHT	UNKNOWN	PSNGR CAR	
1332773	2009-06-05	Linn	Albany	WAVERLY DR	47TH AVE	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332776	2009-06-06	Linn				INTER	S-1STOP	REAR	INJ	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332812	2009-06-08	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332825	2009-06-09	Linn	Albany	LYON ST	4TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332833	2009-06-10	Linn	Albany	MAIN ST	19TH AVE	INTER	FIX OBJ	FIX	PDO	CLD	DRY	DAWN		RECKLESS	BACK	PSNGR CAR		
1332856	2009-06-06	Linn	Albany	FERRY ST		INTER	ANGL-OTH	ANGL	PDO	CLD	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332869	2009-06-07	Linn	Albany	GRAND PRAIRIE RD	DAVIDSON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1332921	2009-06-12	Linn	Albany	QUEEN AVE	FERRY ST	STRGHT	S-1STOP	REAR	INJ	CLR	UNK	DAY	PET	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1332942	2009-06-10	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332955	2009-06-10	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1332971	2009-06-12	Linn	Albany	ELM ST	8TH AVE	STRGHT	PRKD MV	SS-O	PDO	CLD	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1332988	2009-06-15	Linn	Albany	GEARY ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1333070	2009-06-17	Linn	Albany	GEARY ST	17TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1333098	2009-06-23	Linn	Albany	GEARY ST	14TH AVE	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1333108	2009-06-23	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1333115	2009-06-24	Linn	Albany	WASHINGTON ST	2ND AVE	ALLEY	ANGL-OTH	BACK	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	OTH BUS	PSNGR CAR	
1333120	2009-06-24	Linn	Albany	PINE ST	2ND AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1333134	2009-06-25	Linn	Albany	SE SANTIAM RD	2E GEARY ST	INTER	O-1STOP	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1333138	2009-06-26	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	MTRCYCLE	
1333459	2009-06-13	Benton	Albany	ALBANY-CORVALLIS HY	JUNIPER LN	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	GUY WIRE	OTHR-IMP	STRGHT	PSNGR CAR		
1333756	2009-06-30	Benton	Albany	ALBANY-CORVALLIS HY	WALKER LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1333832	2009-06-04	Benton	Albany	BROADWAY ST	GBSON HILL RD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1333870	2009-02-17	Linn	Tangent	CORVLEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1333904	2009-07-01	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1333974	2009-07-05	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1333993	2009-07-09	Linn	Albany	9TH AVE	GEARY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336062	2009-07-10	Linn				STRGHT	S-STRGHT	SS-O	INJ	CLD	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	SEMI TOW	
1336139	2009-07-14	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336176	2009-07-13	Linn	Tangent	CORVLEBANON HY	LOONEY LN C	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1336243	2009-07-17	Linn				STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	FORCED	SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1336251	2009-07-17	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1336281	2009-07-18	Linn	Albany	LYON ST	7TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336306	2009-07-20	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1336331	2009-07-16	Linn	Albany	LYON ST	1ST AVE	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336345	2009-07-20	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	UNKNOWN	PSNGR CAR	
1336402	2009-07-24	Linn	Albany	PACIFIC BLVD	22ND AVE	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1336445	2009-07-22	Linn	Albany	FERRY ST	PACIFIC BLVD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1336455	2009-07-30	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336500	2009-07-28	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1336517	2009-07-28	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336534	2009-07-30	Linn	Albany	PACIFIC BLVD	SB THIRSTN FR 7TH	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1336591	2009-06-16	Linn	Albany	GEARY ST	39TH AVE	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	BACK	PSNGR CAR	UNKNOWN	
1336661	2009-07-01	Linn	Albany	18TH AVE	MARION ST	STRGHT	PRKD MV	TURN	PDO	CLR	DRY	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR	
1336677	2009-07-03	Linn	Albany	9TH AVE	OAK ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1336763	2009-07-08	Linn	Albany	WAVERLY DR	14TH AVE	INTER	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1336784	2009-07-10	Linn	Albany	WASHINGTON ST	3RD AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1336794	2009-07-10	Linn	Albany	LYON ST	3RD AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1336820	2009-07-11	Linn	Albany	CHICAGO ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR	

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1340522	2009-08-13	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1340541	2009-08-11	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1340546	2009-08-11	Linn	Albany	ELLSWORTH ST	4TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1340600	2009-08-14	Linn	Albany	SE BURKHART ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		INATTENT	TURN-L	PSNGR CAR	PSNGR CAR	
1340645	2009-08-16	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	S-TURN	TURN	INJ	CLR	DRY	DAY		IMP-OVER	TURN-R	PSNGR CAR	PSNGR CAR	
1340684	2009-08-17	Linn	Albany	SANTIAM HWY	SPICER RD	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1340773	2009-08-18	Linn				CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR		
1340851	2009-08-23	Linn				INTER	OVERTURN	NCOL	INJ	CLR	DRY	DAY		FELLUIMP	TURN-L	MTRCYCLE		
1340871	2009-08-24	Linn	Albany	BELMONT AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		VEH HID	NO-YIELD	STRGHT	PSNGR CAR	
1340935	2009-08-26	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1340964	2009-08-27	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1341110	2009-08-01	Linn	Millersburg	CONSER RD	OLD SALEM RD	STRGHT	OTH OBJ	FIX	PDO	CLR	DRY	DAY		ISLAND	INATTENT	STRGHT	PSNGR CAR	
1341118	2009-08-01	Linn	Albany	MAIN ST	19TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1341150	2009-08-04	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1341206	2009-08-05	Linn	Albany	MONTGOMERY ST	1ST AVE	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1341249	2009-08-09	Linn				GRADE	FIX OBJ	FIX	INJ	CLD	DRY	DAY		DITCH	OTHR-IMP	STRGHT	PSNGR CAR	
1341339	2009-08-12	Linn	Albany	TUDOR WAY	31ST AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DUSK		POLE UTL	FATIGUE	STRGHT	PSNGR CAR	
1341559	2009-09-25	Marion	Jefferson	HAZEL ST	2ND ST	INTER	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1341620	2009-08-25	Linn	Albany	1ST AVE	WASHINGTON ST	STRGHT	O-OTHER	PARK	INJ	CLR	DRY	DAY		NO-YIELD	PARKING	PSNGR CAR	PSNGR CAR	
1342855	2009-08-24	Linn	Albany	BROADWAY ST	27TH AVE	INTER	ANGL-OTH	BACK	PDO	CLR	DRY	DAY		VEG HID	NO-YIELD	TURN-R	PSNGR CAR	
1342909	2009-10-28	Linn	Albany	16TH AVE	DAVIDSON ST	CURVE	PRKD MV	SS-O	FAT	CLD	DRY	DAY		FORCED	OTHR-IMP	STRGHT	PSNGR CAR	
1342923	2009-08-25	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	S-STOP	REAR	PDO	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1342936	2009-08-27	Linn	Albany	WAVERLY DR	QUEEN AVE	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1342950	2009-08-28	Linn	Albany	JACKSON ST	32ND AVE	INTER	PRKD MV	REAR	INJ	CLR	DRY	DAY		FORCED	INATTENT	STRGHT	PSNGR CAR	
1343038	2009-08-30	Linn	Albany	WAVERLY DR	25TH AVE	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	
1343056	2009-08-31	Linn				ALLEY	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1344825	2009-08-21	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1345111	2009-08-12	Benton	Albany	COUNTRY CLUB LN		ALLEY	S-STRGHT	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1345483	2009-09-03	Linn	Albany	EB EXTO LYON ST	EB ALBANY-CORVLS HY	GRADE	S-STOP	REAR	PDO	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	
1345496	2009-09-03	Linn	Albany	HILL ST		INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1345501	2009-09-04	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1345526	2009-09-01	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-STOP	REAR	PDO	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1345551	2009-09-01	Linn	Albany	GEARY ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	SEMI TOW	PSNGR CAR	
1345557	2009-09-01	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1345562	2009-09-01	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1345642	2009-09-05	Linn	Albany	LYON ST	LYON ST CONN	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1345662	2009-09-07	Linn				STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1345671	2009-09-07	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1345720	2009-09-07	Linn	Albany	BELMONT AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		VEG HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1345754	2009-09-07	Linn				STRGHT	S-STOP	REAR	PDO	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1345819	2009-09-08	Linn				ELLINGSON RD	FIX OBJ	FIX	PDO	CLR	DRY	DAY		DITCH	IN RDWY	STRGHT	PSNGR CAR	
1345843	2009-09-10	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	BKE	TURN	INJ	CLR	DRY	DAY		DIS-RAG	TURN-L	PSNGR CAR		
1345876	2009-11-20	Marion	Jefferson	HAZEL ST	2ND ST	INTER	S-STOP	REAR	INJ	RAIN	WET	DUSK		TOO-CLOS	STRGHT	UNKNOWN	PSNGR CAR	
1345884	2009-09-19	Linn				INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		TRL OTRN	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1345892	2009-09-13	Linn				O-STRGHT	OTH	PDO	CLR	DRY	DAY			WHEELOFF	TIREFAIL	UNK	UNKNOWN	PSNGR CAR
1345915	2009-09-14	Linn	Albany	SANTIAM HWY	SPICER RD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1345931	2009-09-14	Linn				STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK		GARDRAIL	CARELESS	STRGHT	PSNGR CAR	
1345938	2009-09-14	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1345943	2009-09-13	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMPL N/C	STRGHT	PSNGR CAR	PSNGR CAR	
1346015	2009-09-17	Linn	Albany	LYON ST	1ST AVE	BRIDGE	S-STOP	REAR	PDO	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1346046	2009-09-19	Linn	Albany	LYON ST	8TH AVE	INTER	S-STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346066	2009-09-19	Linn	Tangent	ALBANY-JCT CITY HY	NORTH LAKE CREEK DR	INTER	ANGL-OTH	TURN	INJ	CLD	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346122	2009-09-21	Linn	Albany	BETA DR	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1346131	2009-09-22	Linn	Albany	ELLSWORTH ST	1ST AVE	INTER	S-STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346151	2009-09-24	Linn	Albany	GEARY ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1346158	2009-09-24	Benton	Albany	SANTIAM HWY	ERMINIE ST	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346165	2009-09-25	Linn	Albany	SANTIAM HWY	GEARY ST	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1346223	2009-09-30	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1346247	2009-09-28	Linn	Albany	LYON ST	1ST AVE	BRIDGE	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346259	2009-09-27	Linn	Albany	FULTON ST	SANTIAM HWY	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346356	2009-07-15	Linn	Albany	WAVERLY DR	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	FOG	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1346400	2009-09-04	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	ANGL-STP	TURN	PDO	CLR	DRY	DAY		DIS-RAG	TURN-R	PSNGR CAR	PSNGR CAR	
1346411	2009-09-05	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	PED	PED	INJ	CLR	DRY	DAY		BLDG HID	NO-YIELD	TURN-R	PSNGR CAR	
1346420	2009-09-05	Linn	Albany	DAVIDSON ST	3RD AVE	INTER	ANGL-STP	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1346438	2009-10-10	Linn	Albany	GEARY ST	17TH AVE	INTER	S-STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346451	2009-09-06	Linn	Albany	KNOX BUTTE RD		INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		SUB OTRN	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1346460	2009-09-08	Linn	Albany	CLAY ST	14TH AVE	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346471	2009-09-08	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1346503	2009-09-10	Linn	Albany	34TH AVE	HILL ST	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346551	2009-09-13	Linn	Millersburg	KNOX BUTTE AVE	OLD SALEM RD	O-TURN	TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346597	2009-09-19	Linn	Albany	GEARY ST	QUEEN AVE	INTER	BKE	ANGL	INJ	CLR	DRY	DAY		N-MTR	DIS-RAG	STRGHT	PSNGR CAR	
1346634	2009-09-18	Linn	Albany	FERRY ST	2ND AVE	INTER	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1346640	2009-09-18	Linn	Albany	LOTUS AVE	ALLEY	INTER	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1346673	2009-09-16	Linn	Albany	WASHINGTON ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346744	2009-09-07	Linn	Albany	GEARY ST	SALEM AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346771	2009-09-21	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	TRUCK	
1346774	2009-09-22	Linn	Albany	WAVERLY DR	22ND AVE	INTER	S-STOP	REAR	INJ	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1346778	2009-09-22	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1346784	2009-09-23	Linn				INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1346882	2009-09-25	Linn	Albany	QUEEN AVE	UMATILLA ST	STRGHT	S-STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1346913	2009-09-29	Linn	Albany	WAVERLY DR	14TH AVE	INTER	S-STOP	REAR	INJ	CLD	DRY	DAY		CELL-POL	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1346945	2009-09-30	Linn	Albany	HILL ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1346950</																		

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
134956	2009-10-21	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
134980	2009-10-23	Linn	Albany	SANTIAM HWY	BAIN ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
134987	2009-10-23	Linn	Albany	SANTIAM HWY	ERMINIE ST	ALLEY	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
135003	2009-10-23	Linn	Albany	PACIFIC BLVD	WAWERLY DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135007	2009-10-26	Linn	Tangent	CORVLEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135083	2009-10-27	Linn	Tangent	ALBANY-JCT CITY HY	WB EX CORVLEB HY	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135099	2009-10-28	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FENC/BLD	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135118	2009-10-27	Linn	Albany	PACIFIC BLVD	18TH AVE	ALLEY	O-1TURN	TURN	INJ	CLR	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
135123	2009-10-29	Linn	Tangent	CORVLEBANON HY	LOONEY LN	INTER	ANGL-STP	ANGL	PDO	RAIN	WET	DARK		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
135135	2009-10-29	Linn	Albany	PACIFIC BLVD	MAIN ST	INTER	O-1TURN	TURN	PDO	UNK	UNK	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
135146	2009-10-29	Linn	Albany	PACIFIC BLVD	ELLSWORTH ST	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135164	2009-10-30	Linn	Albany	PACIFIC BLVD	ALBANY AVE	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
135192	2009-10-30	Linn	Albany	GEARY ST CONN	EB SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	UNK	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
135206	2009-10-31	Linn	Albany	SANTIAM HWY	WAWERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135239	2009-11-04	Linn	Albany	PACIFIC BLVD	ELLSWORTH ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
135295	2009-11-04	Linn	Albany	9TH AVE	EB EXTO LYON ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350383	2009-11-09	Linn	Albany	PACIFIC BLVD	TURN	INTER	O-1TURN	TURN	INJ	CLD	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1350493	2009-11-14	Linn	Albany	AIRPORT RD SE (FR)	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350589	2009-11-11	Linn				STRGHT	S-STRGHT	REAR	PDO	CLR	UNK	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350592	2009-11-11	Linn	Albany	PACIFIC BLVD	WAWERLY DR	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350597	2009-11-11	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1350605	2009-11-13	Linn				CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DAY	POLE UTL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1350633	2009-11-13	Linn	Albany	PACIFIC BLVD	TURN	INTER	S-1STOP	REAR	INJ	UNK	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350677	2009-11-17	Linn	Albany	SANTIAM HWY	WAWERLY DR	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350683	2009-11-17	Linn	Albany	CALAPOOIA ST	PACIFIC BLVD	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1350758	2009-11-18	Linn	Albany	LYON ST	7TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1350762	2009-11-17	Linn	Albany	SANTIAM HWY	TIMBER ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DLIT		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1350851	2009-11-25	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1350867	2009-11-25	Linn				STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1350891	2009-11-24	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1350984	2009-11-24	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		SEMI TOW	STRGHT	PSNGR CAR	PSNGR CAR	
1351019	2009-11-21	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DUSK		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1351639	2009-12-01	Linn				STRGHT	FIX OBJ	FIX	INJ	CLD	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1351642	2009-12-02	Linn	Albany	MAIN ST	9TH AVE	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1351646	2009-12-03	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1351681	2009-12-04	Linn	Albany	SANTIAM HWY	WAWERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1351695	2009-12-05	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1351745	2009-12-03	Linn	Albany	PACIFIC BLVD	WAWERLY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1351773	2009-12-04	Linn	Albany	AIRPORT RD SE (FR)	KLID DEER RD	INTER	O-STRGHT	SS-O	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1351794	2009-12-04	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1351813	2009-12-05	Linn				STRGHT	FIX OBJ	FIX	PDO	CLR	ICE	DAWN		SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1351897	2009-12-05	Linn				STRGHT	S-STRGHT	SS-O	PDO	CLR	ICE	DAY	SLIPPERY	TOO-FAST	STRGHT	SEMI TOW	PSNGR CAR	PSNGR CAR
1352006	2009-12-07	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1352018	2009-12-08	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352024	2009-12-08	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT	CELL-WTN	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1352086	2009-12-11	Linn	Tangent	CORVLEBANON HY	EB EX ALB-JCT CY HY	STRGHT	S-STRGHT	REAR	PDO	RAIN	ICE	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352138	2009-12-11	Linn				STRGHT	PRKD MV	SS-O	PDO	RAIN	ICE	DARK	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1352228	2009-12-12	Linn				STRGHT	FIX OBJ	FIX	INJ	CLD	ICE	DARK	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1352236	2009-12-11	Linn	Albany	SHORTRIDGE ST	SANTIAM HWY	INTER	O-1STOP	BACK	INJ	CLR	DRY	DARK		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1352256	2009-12-13	Linn	Albany	AIRPORT RD SE (FR)	NORTH SHORE DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1352279	2009-12-12	Linn				STRGHT	OVERTURN	NCOL	PDO	UNK	ICE	DAWN	SLIPPERY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1352333	2009-12-11	Linn				CURVE	PRKD MV	SS-O	INJ	RAIN	ICE	DARK	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1352352	2009-12-15	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DLIT		IMP LN C	STRGHT	PSNGR CAR	UNKNOWN	
1352362	2009-12-15	Linn	Albany	FULTON ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352439	2009-12-11	Linn				INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAWN		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352490	2009-12-11	Linn				STRGHT	S-OTHER	SS-O	PDO	CLR	WET	DAY	FORCED	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352506	2009-12-11	Linn	Albany	PACIFIC BLVD	WB EXTO PACIFIC BV	STRGHT	S-1STOP	REAR	PDO	UNK	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1352669	2009-12-16	Linn	Albany	ELLSWORTH ST	4TH AVE	STRGHT	S-1STOP	REAR	INJ	CLD	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1352684	2009-12-16	Linn	Albany	PACIFIC BLVD	53RD AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352757	2009-12-17	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	UNKNOWN	
1352762	2009-12-18	Linn				STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DARK		IMP LN C	STRGHT	PSNGR CAR	MTRCYCLE	
1352823	2009-12-22	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1352884	2009-12-23	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	ALLEY	ANGL-OTH	TURN	INJ	CLD	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1352924	2009-12-24	Linn	Albany	PACIFIC BLVD	TURN	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1353118	2009-08-18	Benton	Albany	N RANCH DR	GIBSON HILL RD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1353730	2009-10-02	Linn	Albany	MARION ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1353741	2009-10-01	Linn	Albany	GEARY ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1353810	2009-05-29	Linn	Albany	SE DOGWOOD AVE	SE HUMMINGBIRD ST	ALLEY	O-OTHER	BACK	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1353844	2009-10-05	Linn	Albany	COLUMBUS ST	36TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY	FORCED	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1353913	2009-12-16	Linn	Albany	HILL ST	9TH AVE	INTER	O-1TURN	TURN	INJ	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1354073	2009-10-14	Linn	Albany	WAWERLY DR	GRAND PRAIRIE RD	STRGHT	S-1STOP	REAR	PDO	CLR	UNK	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1354112	2009-10-17	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1354116	2009-10-19	Linn	Albany	QUEEN AVE	TUDOR WAY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1354123	2009-10-23	Linn	Albany	PACIFIC BLVD	34TH AVE	STRGHT	FIX OBJ	FIX	PDO	CLD	WET	DLIT		POLE UTL	STRGHT	PSNGR CAR	PSNGR CAR	
1354189	2009-09-25	Linn				INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1354199	2009-10-24	Linn	Albany	ELM ST	18TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1354213	2009-10-24	Linn	Albany	MARION ST	28TH AVE	INTER	FIX OBJ	FIX	INJ	CLD	DRY	DLIT	PET	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1354237	2009-10-30	Linn	Albany	QUEEN AVE	WAWERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1354249	2009-10-28	Linn	Albany	GEARY ST	9TH AVE	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DLIT		DIS-RAG	TURN-R	PSNGR CAR	PSNGR CAR	
1354259	2009-10-28	Linn	Albany	9TH AVE	OKA ST	INTER	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR		
1354363	2009-10-03	Benton	Albany	NW SPOKANE DR	TURN	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1354827	2009-10-31	Linn	Albany	SE BROOKSIDE AVE	SE BARTLEY DR	STRGHT	FIX OBJ	FIX	INJ	RAIN								

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1355150	2009-11-28	Linn		OLD SALEM RD		ALLEY	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355158	2009-11-26	Linn	Albany	FERRY ST	12TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DUSK		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1355175	2009-11-28	Linn	Albany	GEARY ST	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DUSK		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1355211	2009-12-03	Linn	Albany	QUEEN AVE	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355216	2009-12-01	Linn	Albany	14TH AVE	ALLEY	INTER	BKRD MV	TURN	INJ	CLR	DRY	DLIT		DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR
1355280	2009-11-28	Linn	Albany	SOUTH SHORE DR	FRANKLIN AVE	CURVE	PRKD MV	SS-O	POD	FOG	DRY	DUSK		LEFT OTR	STRGHT	PSNGR CAR	PSNGR CAR
1355292	2009-11-30	Linn	Albany	14TH AVE	WAVERLY DR	ALLEY	ANGL-OTH	TURN	POD	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1355298	2009-11-30	Linn	Albany	GEARY ST	9TH AVE	TURN	BIKE	TURN	INJ	CLD	DRY	DLIT		IN-RDWAY	TURN-R	PSNGR CAR	PSNGR CAR
1355392	2009-12-09	Linn	Albany	MADISON ST	6TH AVE	INTER	FIX OBJ	FIX	POD	CLR	WET	DAY	CURB	CARELESS	TURN-L	PSNGR CAR	PSNGR CAR
1355401	2009-12-11	Linn		GRAND PRAIRIE DR		INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355411	2009-12-07	Linn	Albany	WAVERLY DR	14TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355415	2009-12-08	Linn	Albany	GEARY ST	15TH AVE	INTER	O-1TURN	TURN	POD	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355430	2009-12-10	Linn	Albany	FERRY ST	QUEEN AVE	INTER	S-STRGHT	SS-O	POD	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR
1355433	2009-12-11	Linn	Albany	WINDY LN	SANTIAM HWY	INTER	O-1TURN	TURN	POD	UNK	UNK	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355458	2009-12-16	Linn	Albany	MAPLE ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355488	2009-12-07	Linn	Albany	1ST AVE	BAKER ST	STRGHT	PRKD MV	SS-O	POD	CLR	DRY	DLIT	V DOOR OPN	OTHER	STRGHT	PSNGR CAR	PSNGR CAR
1355489	2009-12-09	Linn	Albany	14TH AVE	GEARY ST	STRGHT	S-1STOP	REAR	POD	CLR	DRY	DLIT	FORCED	TOO-CLOS	STRGHT	UNKNOWN	UNKNOWN
1355504	2009-12-17	Linn	Albany	SHERMAN ST	24TH AVE	STRGHT	PRKD MV	SS-O	POD	RAIN	WET	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1355522	2009-12-11	Linn	Albany	ALCO ST	WILLAMETTE AVE	INTER	ANGL-OTH	ANGL	POD	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355524	2009-12-21	Linn	Albany	WAVERLY DR	SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355627	2009-12-22	Linn	Albany	HILL ST	QUEEN AVE	INTER	S-1STOP	REAR	POD	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1355642	2009-12-22	Linn	Albany	WAVERLY DR	23RD AVE	ALLEY	ANGL-OTH	BACK	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355653	2009-12-17	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355661	2009-12-24	Linn	Albany	WAVERLY DR	34TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1355610	2009-12-26	Linn	Albany	34TH AVE	CALAPOOIA ST	STRGHT	S-1STOP	REAR	POD	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355624	2009-12-27	Linn		SCRAVEL HILL RD		STRGHT	S-STRGHT	REAR	POD	SLT	ICE	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	UNKNOWN
1355638	2009-12-29	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	POD	RAIN	WET	DLIT	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355672	2009-06-05	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355978	2009-11-09	Benton	Albany	N ALBANY RD	QUARRY RD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355981	2009-11-16	Benton	Albany	BROADWAY ST	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	CLD	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355982	2009-11-16	Benton	Albany	GIBSON HILL RD	KALLIE ST	GRADE	S-1STOP	REAR	POD	CLD	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355983	2009-12-04	Benton	Albany	N ALBANY RD	LOUISE ST	STRGHT	S-1STOP	REAR	POD	CLR	DRY	DLIT	CELL-POL	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355984	2009-12-13	Benton	Albany	N ALBANY RD	W THORNTON LAKE DR	INTER	S-1STOP	REAR	INJ	CLD	WET	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1355985	2009-12-16	Benton	Albany	CRIT TENDON LP	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1356104	2009-12-24	Benton	Albany	SCENIC DR	W THORNTON LAKE DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356105	2009-11-10	Benton	Albany	NW ASHLEY DR	NW NORTH HEIGHTS DR	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356002	2010-02-01	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	INTER	PED	PED	FAT	RAIN	WET	DAY	PSNGR TOW	IN RDWY	TURN-R	SEMI TOW	PSNGR CAR
1356161	2010-01-11	Benton	Albany	NW 25TH AVE	NW SCENIC DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	FORCED	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356170	2010-01-13	Benton	Albany	GIBSON HILL RD	CROCKER LN	STRGHT	CROCKER LN	TURN	POD	FOG	DRY	DAY	OTHER	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1356252	2010-01-02	Linn	Albany	HILL ST	QUEEN AVE	INTER	O-1TURN	TURN	POD	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1356257	2010-01-05	Linn	Albany	HILL ST	24TH AVE	INTER	ANGL-OTH	ANGL	POD	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356270	2010-01-07	Linn	Albany	GEARY ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY		RACING	STRGHT	PSNGR CAR	PSNGR CAR
1356272	2010-01-10	Linn	Albany	AVIATION WAY	KNOX BUTTE RD	INTER	ANGL-OTH	TURN	POD	CLR	DRY	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356290	2010-01-15	Linn	Albany	QUEEN AVE	HILL ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1356296	2010-01-15	Linn	Albany	GEARY ST	15TH AVE	INTER	PED	PED	INJ	RAIN	WET	DARK		NT VISBL	TURN-R	PSNGR CAR	PSNGR CAR
1356311	2010-01-19	Linn	Albany	ERMINE ST	34TH AVE	INTER	PED	PED	INJ	CLD	WET	DARK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1356312	2010-01-23	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	ANGL-OTH	ANGL	POD	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1356314	2010-01-25	Benton	Albany	WAVERLY DR	22ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	NO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1356317	2010-01-29	Benton	Albany	GIBSON HILL RD	PULVER LN	INTER	O-1TURN	TURN	INJ	CLD	DRY	DAY	DITCH	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1356322	2010-01-27	Linn	Albany	ELM ST	10TH AVE	INTER	ANGL-OTH	ANGL	POD	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356324	2010-01-28	Linn	Albany	MADISON ST	34TH AVE	INTER	ANGL-OTH	ANGL	POD	FOG	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1356326	2010-01-28	Linn	Albany	CALAPOOIA ST	3RD AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1357270	2010-01-15	Marion	Jefferson	HAZEL ST	2ND ST	INTER	S-OTHER	BACK	POD	RAIN	WET	DAY		OTHER-IMP	BACK	PSNGR CAR	PSNGR CAR
1357818	2010-02-19	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	ANGL-OTH	TURN	POD	CLR	DRY	DLIT		PAS-STOP	TURN-L	PSNGR CAR	PSNGR CAR
1358483	2010-01-27	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	S-1STOP	REAR	POD	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1358582	2010-02-17	Benton	Albany	ALBANY-CORVALLIS HY	BLOSSOM LN	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1358606	2010-02-25	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1358653	2010-02-07	Linn	Albany	HILL ST	9TH AVE	STRGHT	S-STRGHT	SS-O	POD	CLR	DRY	DLIT		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1358690	2010-01-05	Linn				STRGHT	S-STRGHT	SS-O	POD	RAIN	WET	DLIT	BARRIER	IMP LN C	STRGHT	SEMI TOW	PSNGR CAR
1358700	2010-01-01	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	BIKE	ANGL	INJ	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1358802	2010-01-05	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	POD	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1358803	2010-01-05	Linn	Albany	GEARY ST	10TH AVE	ALLEY	ANGL-OTH	TURN	POD	RAIN	WET	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1358831	2010-01-10	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1358838	2010-01-06	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1358867	2010-01-07	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1358871	2010-01-08	Linn	Albany	SANTIAM HWY	BAIN ST	STRGHT	S-STRGHT	SS-O	POD	RAIN	WET	DLIT		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1358876	2010-01-08	Linn	Albany	SANTIAM HWY	QUEEN ANNE ST	STRGHT	S-STRGHT	SS-O	POD	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	TRUCK
1358883	2010-01-08	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	POD	CLR	DRY	DLIT	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1358917	2010-01-13	Linn	Albany	SE BURKHART ST	SANTIAM HWY	INTER	S-STRGHT	SS-O	POD	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1358938	2010-01-11	Linn	Albany	PACIFIC BLVD	PACIFIC PL	ALLEY	S-STRGHT	SS-O	POD	CLD	WET	DAWN		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1358977	2010-03-22	Linn				STRGHT	PED	PED	FAT	CLD	DRY	DUSK		NT VISBL	STRGHT	PSNGR CAR	PSNGR CAR
1358979	2010-01-19	Linn	Albany	SANTIAM HWY	NB EX SANTIAM HY	INTER	O-1STOP	BACK	POD	UNK	UNK	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1358982	2010-01-19	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	POD	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1359011	2010-01-23	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1359016	2010-01-23	Linn	Albany	NB EX SANTIAM HY	SANTIAM HWY	INTER	S-1STOP	REAR	POD	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1359052	2010-01-22	Linn	Albany	PACIFIC BLVD	53RD AVE	ALLEY	ANGL-OTH	TURN	INJ	CLD	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1359083	2010-01-28	Linn	Albany	PACIFIC BLVD	19TH AVE	ALLEY	S-STRGHT	SS-O	POD	FOG	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1360471	2010-01-21	Linn		ELLINGSON RD		CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1360635	2010-02-25	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	ANGL-OTH	TURN	INJ	CLD	DRY	DAY	DITCH	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1360684	2010-03-10	Linn				STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	BARRIER	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1360688	2010-01-11	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	ANGL-OTH	ANGL	POD</								

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1361104	2010-02-26	Linn	Albany	HILL ST	9TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361160	2010-02-07	Linn				STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361169	2010-02-08	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	ANGL-OTH	ANGL	PDO	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1361180	2010-02-08	Linn	Albany	SANTIAM HWY	E NB EF SANTIAM HY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361189	2010-02-08	Linn	Albany	SANTIAM HWY	SPIECER RD	INTER	S-1STOP	REAR	PDO	CLD	DRY	DAWN		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361209	2010-02-12	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361238	2010-02-15	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1361240	2010-02-15	Linn	Albany	PACIFIC BLVD	22ND AVE	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DLIT	CURB	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1361251	2010-02-11	Linn				STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	GARDRAIL	IMP LN C	STRGHT	PSNGR CAR	
1361279	2010-02-23	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1361285	2010-02-21	Linn	Albany	ERMINA ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1361333	2010-02-25	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	S-STRGHT	SS-O	INJ	CLD	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1362412	2010-03-03	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1362598	2010-03-13	Benton	Albany	CASCADE HTS DR	CASCADE FALLS CT	STRGHT	O-1STOP	REAR	PDO	CLR	DRY	DAY		IMP-OVER	BACK	PSNGR CAR	PSNGR CAR
1362976	2010-03-05	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1362991	2010-03-01	Linn	Albany	RAILROAD ST	30TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	MAILBOX	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1363015	2010-03-05	Linn	Albany	BELMONT AVE	WELDON CT	STRGHT	NON-COLL	OTH	INJ	CLR	DRY	DAY	PSNGR TOW	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1363060	2010-03-02	Linn	Albany	GEARY ST	23RD CT	ALLEY	ANGL-OTH	TURN	PDO	CLD	WET	DARK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1363098	2010-03-03	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363123	2010-03-06	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363145	2010-03-08	Linn	Albany	WAVERLY DR	21ST AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363158	2010-03-09	Linn	Albany	LYON ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363181	2010-03-13	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363209	2010-03-15	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS
1363212	2010-03-19	Linn	Albany	HILL ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363251	2010-03-17	Linn	Albany	WAVERLY DR	22ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363256	2010-03-17	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		LEFT-CTR	TURN-L	PSNGR CAR	
1363263	2010-03-18	Linn	Albany	CHICAGO ST	6TH AVE	INTER	PED	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1363286	2010-03-21	Linn	Albany	PACIFIC BLVD		INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363287	2010-03-22	Linn				STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DUSK	LVSTOCK	TOO-FAST	STRGHT	PSNGR CAR	
1363300	2010-03-21	Linn	Albany	LAWNBRIDGE ST	QUEEN AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	
1363307	2010-03-22	Linn	Albany	PACIFIC BLVD		ALLEY	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363313	2010-03-23	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	SUB OTRN	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1363315	2010-03-23	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	O-1STOP	BACK	PDO	UNK	UNK	DAY		IMP-OVER	BACK	PSNGR CAR	PSNGR CAR
1363336	2010-03-28	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DLIT	FENC/BLD	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1363344	2010-03-26	Linn	Albany	GEARY ST	14TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		LEFT-CTR	TURN-R	PSNGR CAR	
1363347	2010-03-16	Linn	Millersburg	OLD SALEM RD	MORNING STAR RD	CURVE	FIX OBJ	FIX	PDO	CLD	UNK	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	
1363382	2010-03-29	Linn	Albany	SB EX SANTIAM HWY	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363384	2010-03-29	Benton	Albany	WALBANY ST	ALLEY	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363390	2010-03-29	Linn	Albany	PACIFIC BLVD	ELLINGSON RD	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1363406	2010-03-31	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1363415	2010-03-23	Linn	Albany	SANTIAM HWY	W SB EF SANTIAM HY	INTER	O-1TURN	TURN	PDO	RAIN	WET	DUSK		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1363423	2010-03-14	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1364194	2010-04-02	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-OTHER	TURN	PDO	CLR	DRY	DAY		TOO-CLOS	TURN-R	PSNGR CAR	PSNGR CAR
1364200	2010-04-03	Benton	Albany	GIBSON HILL RD	PULVER LN	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1364248	2010-04-14	Benton	Albany	ALBANY-CORVALLIS HY	WALKER LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1364924	2010-02-22	Linn	Albany	SW MARTEN AVE	SW ELK RUN DR	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1365270	2010-05-06	Benton	Albany	GIBSON HILL RD NW	CLAY ST	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	GARDRAIL	RECKLESS	STRGHT	PSNGR CAR	
1365352	2010-05-14	Benton	Albany	ALBANY-CORVALLIS HY	RAINWATER LN	INTER	ANIMAL	OTH	PDO	CLR	DRY	DARK		OTHER	STRGHT	PSNGR CAR	
1365809	2010-04-18	Marion	Jefferson	NORTH AVE	2ND ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1366416	2010-05-04	Marion	Jefferson	HAZEL ST	2ND ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1367214	2010-05-20	Marion				ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1369802	2010-06-25	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1369863	2010-06-07	Linn	Albany	QUEEN AVE	ELM ST	STRGHT	NON-COLL	OTH	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1369880	2010-06-08	Linn	Albany	FERRY ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1369892	2010-06-09	Linn	Albany	CLAY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1369919	2010-06-08	Linn	Albany	CHICAGO ST	5TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1369940	2010-06-09	Linn	Albany	HILL ST	1ST AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1369944	2010-06-15	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1369949	2010-06-15	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1369966	2010-06-11	Linn	Albany	LYON ST	8TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370026	2010-06-12	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1370572	2010-06-11	Linn	Albany	MAIN ST	5TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1370578	2010-06-13	Linn	Albany	DIXON	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1370585	2010-06-13	Linn	Albany	SB EXTO AIRPORT RD	PACIFIC HY I-5	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	DITCH	TREFAIL	STRGHT	PSNGR CAR	PSNGR CAR
1370590	2010-06-15	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	WET	DAY	FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1370648	2010-04-05	Linn	Albany	BELMONT AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1370855	2010-05-07	Linn	Albany	S NB EX SANTIAM HY	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370857	2010-04-04	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1370872	2010-04-09	Linn				STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370879	2010-04-08	Linn	Albany	FERRY ST	5TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1370881	2010-04-10	Linn	Albany	1ST AVE	HILL ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1370894	2010-04-07	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370926	2010-04-13	Linn	Albany	LYON ST	2ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370929	2010-04-12	Linn	Albany	QUEEN AVE	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1370935	2010-04-08	Linn	Albany	GEARY ST	14TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1370957	2010-04-11	Linn	Albany	PACIFIC BLVD	19TH AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	CURB	IMP-TURN	TURN-R	PSNGR CAR	
1370965	2010-04-09	Linn	Albany	GEARY ST	4TH AVE	ALLEY	S-1TURN	TURN	INJ	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR
1370970	2010-04-14	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1370974	2010-04-14	Linn				STRGHT	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1370979	2010-04-09	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1371014	2010-04-15	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH</										

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1371830	2010-03-31	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	ALLEY	S-1TURN	TURN	INJ	CLR	DRY	DAY	IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR	PSNGR CAR
1371839	2010-04-01	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	UNK	UNK	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1371863	2010-04-07	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1371884	2010-05-03	Linn	Albany	SE THREE LAKES RD	PACIFIC BLVD	CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1371895	2010-05-03	Linn	Albany	EB ALBANY-CORVLS HY	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1371935	2010-06-05	Linn	Albany	BURKHART ST	17TH AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1371944	2010-05-04	Linn	Albany	FERRY ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1372000	2010-05-06	Benton	Albany	ALBANY-CORVALLIS HY	MARSHALL LN	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372055	2010-05-06	Linn	Albany	PACIFIC BLVD	BURKHART ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1372131	2010-05-07	Linn	Albany	HILL ST	12TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372199	2010-05-09	Linn	Tangent	CORV-LEBANON HY	LOONEY LN C	STRGHT	FIX OBJ	FIX	PDO	CLD	WET	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1372251	2010-05-12	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1372302	2010-05-14	Linn	Albany	MAIN ST	1ST AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372313	2010-05-14	Linn	Albany	GOLDEN PARK DR	PACIFIC BLVD	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	FENC/BLD	RECKLESS	TURN-L	PSNGR CAR	
1372338	2010-05-18	Linn	Albany	GOLD FISH FARM RD	BRIDGE	BRIDGE	FIX OBJ	FIX	INJ	CLD	DRY	DARK	OTHR-IMP	STRGHT	SEMI TOW	PSNGR CAR	
1372398	2010-05-19	Linn	Albany	LYON ST	1ST AVE	INTER	S-1STOP	REAR	INJ	UNK	UNK	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372404	2010-05-16	Linn	Albany	COLUMBUS ST	5TH AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	POLE UTL	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR
1372459	2010-05-20	Linn	Albany	COMMERCIAL WAY	SANTIAM HWY	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372478	2010-05-17	Linn	Albany	1ST AVE	MADISON ST	STRGHT	PRKD MV	SS-M	INJ	CLD	WET	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1372492	2010-05-18	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372505	2010-05-19	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372530	2010-05-21	Linn	Albany	CALAPOOIA ST	34TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372540	2010-05-24	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1372565	2010-05-22	Linn	Albany	BROADWAY ST	15TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372577	2010-05-22	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1372611	2010-05-23	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372634	2010-05-18	Linn	Albany	GEARY ST CONN	9TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1372638	2010-05-19	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1372646	2010-05-19	Linn	Albany	WAVERLY DR	14TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1372690	2010-05-31	Linn	Albany	FERRY ST	5TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR	MTRCYCLE	
1372700	2010-05-28	Linn	Albany	FERRY ST	5TH AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372790	2010-05-30	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372888	2010-05-18	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1372925	2010-05-20	Linn	Albany	GEARY ST	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1372940	2010-04-03	Linn	Albany	SANTIAM HWY	SB EX SANTIAM HY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1372952	2010-05-28	Linn	Albany	PACIFIC HY I-5		STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373480	2010-06-14	Linn	Albany	PACIFIC HY I-5		STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373502	2010-06-02	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	PED	PED	INJ	RAIN	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1373535	2010-06-01	Linn	Albany	CHICAGO ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1373647	2010-06-02	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1373655	2010-06-04	Linn	Albany	PACIFIC BLVD	53RD AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373661	2010-06-02	Linn	Albany	GEARY ST	16TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373670	2010-06-02	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1373672	2010-06-04	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1373696	2010-06-04	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373942	2010-06-05	Linn	Albany	ERMINIE ST	8TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1373945	2010-06-15	Linn	Albany	CLAY ST	14TH AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY	NT VISBL	STRGHT	PSNGR CAR	PSNGR CAR	
1373948	2010-06-13	Linn	Albany	SANTIAM HWY	E NB EF SANTIAM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1373995	2010-06-16	Linn	Albany	GEARY ST	21ST AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1374001	2010-06-16	Linn	Albany	WASHINGTON ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1374004	2010-06-16	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1374005	2010-06-18	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1374007	2010-06-19	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DARK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1375266	2010-06-23	Linn	Albany	CASCADE DR	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1375269	2010-06-23	Linn	Albany	ELLSWORTH ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	WRNG WAY	STRGHT	PSNGR CAR	PSNGR CAR	
1375271	2010-06-25	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1375279	2010-06-25	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1375285	2010-06-21	Linn	Albany	WASHINGTON ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	VEG HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1375314	2010-06-21	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1375369	2010-06-25	Linn	Albany	FERRY ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1375400	2010-06-28	Linn	Tangent	ALBANY-JCT CITY HY	GLASS DR	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY	CARELESS	STRGHT	PSNGR CAR	SEMI TOW	
1375402	2010-06-26	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1375416	2010-06-28	Linn	Albany	LINCOLN ST	14TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1375458	2010-07-15	Benton	Albany	ALBANY-CORVALLIS HY	WAVERLY LN	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1375608	2010-07-27	Linn	Albany	PACIFIC BLVD	53RD AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1376153	2010-07-01	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1376173	2010-07-01	Linn	Albany	ELLSWORTH ST	8TH AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	GARDRAIL	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1376268	2010-07-02	Linn	Albany	ELLSWORTH ST	8TH AVE	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1376278	2010-07-03	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1376286	2010-07-03	Linn	Albany	CLAY ST	14TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1376292	2010-07-03	Linn	Albany	SANTIAM HWY	E NB EF SANTIAM HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1376307	2010-07-04	Linn	Albany	SE GEARY ST	EB SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1376351	2010-07-09	Linn	Albany	GEARY ST	24TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	MTRCYCLE	
1376366	2010-07-09	L															

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1376917	2010-07-26	Linn	Albany	PACIFIC BLVD	WB ALBANY-CORVLS HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1376922	2010-07-26	Linn	Albany	PACIFIC BLVD	36TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR	
1376940	2010-07-27	Linn	Albany	LIBERTY ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1376942	2010-07-29	Linn	Albany	WAVERLY DR	36TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	PED INV	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1376944	2010-07-30	Linn	Albany	WASHINGTON ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	VEG HID	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1376947	2010-07-30	Linn	Malvernburg	NYACREN DR	OLD SALEM RD	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	PHANTOM	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1376949	2010-07-31	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	UNK	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1376952	2010-05-05	Linn	Albany	SANTIAM HWY	N SB EX SANTM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379259	2010-08-02	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1379280	2010-08-03	Linn	Albany	WAVERLY DR	34TH AVE	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379293	2010-08-02	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DAY	FORCED	IMP-OVER	TURN-L	PSNGR CAR	PSNGR CAR
1379296	2010-08-04	Linn	Albany	WAVERLY DR	SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1379298	2010-08-04	Linn				INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	SUB OTRN	NO-YIELD	TURN-L	PSNGR CAR	MTRCYCLE
1379321	2010-08-08	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379327	2010-08-08	Linn				STRGHT	OVERTURN	OTH	INJ	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	
1379330	2010-08-08	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1379350	2010-08-09	Linn	Albany	GEARY ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1379430	2010-08-10	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379435	2010-08-10	Linn	Albany	KILLDEER RD	AIRPORT RD SE (FR)	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1379447	2010-08-12	Linn				INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379692	2010-08-13	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379725	2010-08-14	Linn	Albany	WAVERLY DR	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	BARRIER	IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1379728	2010-08-15	Linn	Albany	SALEM ST	SALEM AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	TURN-R	PSNGR CAR	PSNGR CAR
1379745	2010-08-15	Linn	Albany	COLUMBUS ST	47TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1379777	2010-08-12	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379799	2010-08-20	Linn	Albany	WAVERLY DR	8TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1379804	2010-07-21	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1379810	2010-08-23	Linn	Albany	QUEEN AVE	FERRY ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379850	2010-08-25	Linn	Albany	GEARY ST	QUEEN AVE	ALLEY	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1379855	2010-08-26	Linn	Albany	PACIFIC BLVD	WB EX ELLSWORTH	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1379859	2010-08-26	Linn	Albany	WAVERLY DR	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1380198	2010-08-15	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1380337	2010-07-31	Benton				INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	FENC/BLD	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1380532	2010-08-28	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1380592	2010-08-30	Linn	Albany	FERRY ST	34TH AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR	
1380600	2010-08-09	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SEMI TOW
1381363	2010-09-15	Marion	Jefferson	2ND ST	CHURCH ST	STRGHT	O-OTHER	TURN	PDO	RAIN	WET	DAY	SUB OTRN	CARELESS	U-TURN	PSNGR CAR	MTRCYCLE
1381437	2010-11-07	Linn				STRGHT	FIX OBJ	FIX	FAT	CLD	WET	DAY	GARDRAIL	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1382331	2010-01-29	Benton	Albany	NW QUARRY RD	NW CASCADE HTS DR	STRGHT	FIX OBJ	CURVE	CLD	WET	DAY		GARDRAIL	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1383057	2010-07-17	Marion	Jefferson	JEFFERSON RD	MAIN ST	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		POLE UTL	STRGHT	PSNGR CAR	
1383388	2010-07-29	Marion	Jefferson	MAIN ST	PEARL ST	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1383422	2010-09-13	Linn	Albany	SANTIAM HWY	NB EX SANTIAM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1383681	2010-09-23	Benton	Albany	SPRING HILL RD	CHERRY LN	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1383790	2010-09-01	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1383982	2010-09-02	Linn	Albany	LAWNRRIDGE ST	QUEEN AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384019	2010-08-31	Linn	Albany	LYON ST CONN	LYON ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1384051	2010-09-04	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384336	2010-09-05	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384349	2010-09-06	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384352	2010-09-07	Linn				STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	GARDRAIL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1384355	2010-09-07	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384358	2010-09-07	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	ANGL-STP	ANGL	PDO	RAIN	WET	DAY		CARELESS	TURN-L	PSNGR CAR	PSNGR CAR
1384360	2010-09-07	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384362	2010-09-07	Linn	Albany	EB ALBANY-CORVLS HY	9TH AVE	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	PHANTOM	PHANTOM	STRGHT	PSNGR CAR	
1384376	2010-09-08	Linn	Albany	FERRY ST	34TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		PAS-STOP	TURN-L	PSNGR CAR	PSNGR CAR
1384393	2010-09-09	Linn	Albany	GEARY ST	21ST AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1384418	2010-09-11	Linn				STRGHT	OVERTURN	OTH	INJ	CLR	DRY	DAY		TIREFAIL	STRGHT	PSNGR CAR	
1384429	2010-09-10	Linn	Albany	WAVERLY DR	22ND AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1384505	2010-09-12	Linn	Albany	ELLSWORTH ST	9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384509	2010-09-13	Linn	Albany	SANTIAM HWY	S NB EX SANTM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1384724	2010-09-12	Linn	Albany	WAVERLY DR	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384790	2010-09-16	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384801	2010-09-16	Linn	Albany	53RD AVE	ELK RUN DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DUSK	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384883	2010-09-17	Linn	Albany	2ND ST	BROADALBIN ST	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		IMP-LN C	STRGHT	PSNGR CAR	PSNGR CAR
1384872	2010-09-07	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	PED	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR	
1384931	2010-09-21	Linn	Albany	AIRPORT RD SE (FR)	AIRPORT RD	ALLEY	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384935	2010-09-22	Linn	Albany	PACIFIC BLVD	19TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1384943	2010-09-22	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1384988	2010-09-24	Linn	Albany	MAIN ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DARK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1385036	2010-09-26	Linn	Albany	EB ALBANY-CORVLS HY	9TH AVE	CURVE	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1385042	2010-08-18	Linn	Albany	FERRY ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1385051	2010-09-27	Linn	Albany	ALLEN LN	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	INJ	CLR							

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1387361	2010-10-19	Linn	Albany	GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387382	2010-10-21	Linn	Tangent	OLD CORV-LEBANON HY	ALBANY-JCT CITY HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387383	2010-10-21	Linn	Albany	MAIN ST	5TH AVE	INTER	S-OTHER	REAR	PDO	CLR	DRY	DAY	IMP-OVER	BACK	PSNGR CAR	PSNGR CAR	
1387410	2010-10-23	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387418	2010-10-23	Linn	Albany	GEARY ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1387422	2010-10-23	Linn	Albany	CALAPOOJA ST	5TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1387431	2010-10-26	Linn	Albany	GEARY ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1387448	2010-10-27	Linn	Albany	GEARY ST	12TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1387456	2010-10-28	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387481	2010-10-28	Linn	Albany	STRGHT	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387490	2010-10-28	Linn	Albany	TUDOR WAY	34TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1387497	2010-10-29	Linn	Albany	LYON ST	1ST AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1387517	2010-10-30	Linn	Tangent	NORTH LAKE CREEK DR	ALBANY-JCT CITY HY	CURVE	FIX OBJ	FIX	INJ	SLT	SNO	DARK	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1387531	2010-10-30	Linn	Albany	SANTIAM HWY	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	RAIN	WET	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1387534	2010-10-30	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1387542	2010-10-31	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DARK	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1387553	2010-10-07	Linn	Albany	STRGHT	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DARK	DITCH	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1388455	2010-11-30	Benton	Albany	THORN DR	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1388617	2010-11-01	Linn	Albany	SANTIAM HWY	WAVERLY DR	ALLEY	S-STRGHT	REAR	INJ	RAIN	WET	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1388619	2010-11-01	Linn	Albany	MAIN ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1388621	2010-11-02	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	PED	PED	INJ	CLD	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1388648	2010-11-03	Linn	Albany	STRGHT	STRGHT	O-STRGHT	HEAD	INJ	CLR	DRY	DUSK	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR		
1388650	2010-11-03	Linn	Albany	SANTIAM HWY	CLAY ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1388652	2010-11-03	Linn	Albany	EB EXTO LYON ST	WB ALBANY-CORVLS HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DUSK	INATTENT	STRGHT	SEMI TOW	PSNGR CAR	
1388662	2010-10-20	Linn	Albany	STRGHT	STRGHT	OVERTURN	OTH	PDO	CLR	DRY	DARK	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR		
1388726	2010-11-05	Linn	Albany	2ND AVE	OAK ST	STRGHT	PRKD MV	SS-M	INJ	CLR	DRY	DARK	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1388732	2010-11-05	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1388744	2010-10-21	Linn	Albany	MAIN ST	2ND AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1388749	2010-11-06	Linn	Albany	9TH AVE	GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DUSK	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1388755	2010-10-20	Linn	Albany	PACIFIC BLVD	19TH AVE	ALLEY	BKKE	TURN	INJ	CLR	DRY	DLIT	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1388763	2010-11-07	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	O-STRGHT	HEAD	PDO	RAIN	WET	DLIT	WANG WAY	TURN-L	PSNGR CAR	PSNGR CAR	
1388772	2010-11-07	Linn	Albany	STRGHT	STRGHT	FIX OBJ	FIX	INJ	CLR	WET	DARK	GARDRAIL	IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1388802	2010-11-19	Marion	Jefferson	UNION ST	2ND ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1388805	2010-11-09	Linn	Albany	GEARY ST	14TH AVE	INTER	S-STRGHT	SS-O	PDO	RAIN	WET	DLIT	IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1388813	2010-11-09	Linn	Albany	KNOX BUTTE RD	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DLIT	TREE	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1388825	2010-11-09	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	PRKD MV	SS-M	PDO	RAIN	WET	DAY	IMP-OVER	TURN-L	PSNGR CAR	PSNGR CAR	
1388858	2010-11-10	Linn	Albany	LYON ST	2ND AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1388860	2010-10-28	Linn	Albany	PIKE ST	34TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DARK	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1388865	2010-11-10	Linn	Albany	SANTIAM HWY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR		
1388874	2010-11-11	Linn	Albany	AIRPORT RD SE (FR)	KILLDEER RD	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DLIT	OTH SIGN	STRGHT	PSNGR CAR	PSNGR CAR	
1388880	2010-11-11	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	O-1TURN	TURN	INJ	CLR	WET	DLIT	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1388909	2010-11-12	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1388913	2010-11-12	Linn	Albany	STRGHT	STRGHT	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR		
1388917	2010-11-12	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1388944	2010-11-15	Linn	Albany	AIRPORT RD SE (FR)	SOUTH SHORE DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1388966	2010-11-16	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1388971	2010-11-16	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	S-1TURN	TURN	INJ	RAIN	WET	DAY	IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1388977	2010-11-17	Linn	Albany	SE PACIFIC BLVD	7TH AVE	INTER	SE-STRGHT	SS-O	PDO	UNK	UNK	DUSK	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1389061	2010-11-18	Linn	Albany	WASHINGTON ST	7TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DLIT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1389067	2010-11-18	Linn	Albany	STRGHT	STRGHT	ANIMAL	OTH	PDO	CLR	DRY	DUSK	DEER ELK	OTHER	STRGHT	PSNGR CAR	PSNGR CAR	
1389083	2010-11-19	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DARK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1389085	2010-11-19	Linn	Albany	STRGHT	STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR		
1389107	2010-11-19	Linn	Albany	STRGHT	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR		
1389124	2010-11-20	Linn	Albany	STRGHT	STRGHT	S-STRGHT	SS-O	INJ	RAIN	WET	DAWN	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR		
1389134	2010-11-21	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DUSK	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1389137	2010-11-18	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	OVERTURN	OTH	INJ	RAIN	WET	DAY	FORCED	IMP LN C	STRGHT	PSNGR CAR	
1389452	2010-11-22	Linn	Albany	MORSE AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1389498	2010-11-24	Linn	Albany	WAVERLY DR	14TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1389503	2010-11-24	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1389523	2010-11-24	Linn	Albany	WAVERLY DR	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1390580	2010-12-02	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DUSK	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1390742	2010-12-19	Benton	Albany	ALBANY-CORVALLIS HY	RANWATER LN	STRGHT	ANIMAL	OTH	INJ	RAIN	ICE	DLIT	DEER ELK	OTHER	STRGHT	PSNGR CAR	
1390754	2010-12-21	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1390831	2010-12-30	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1390876	2010-08-02	Linn	Albany	ALBANY-CORVALLIS HY	HORSESHOE DR	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DARK	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1390895	2010-11-02	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1390901	2010-11-26	Linn	Albany	KNOX BUTTE RD	MARLYN ST	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DUSK	DITCH	TOO-FAST	STRGHT	PSNGR CAR	
1390912	2010-11-27	Linn	Albany	ERMINE ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1390924	2010-11-28	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1390930	2010-11-28	Linn	Albany	AIRPORT RD SE (FR)	SOUTH SHORE DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DARK	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1390937	2010-12-09	Linn	Albany	HILL ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1390941	2010-11-29	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLD	WET	DAWN	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1390952	2010-11-29	Linn	Albany	STRGHT	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR		
1390977	2010-11-30	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER											

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1391890	2010-12-18	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	INJ	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1391987	2010-12-20	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1391996	2010-12-14	Marion	Jefferson	HAZEL ST	2ND ST	NTR	S-1STOP	REAR	PDO	CLR	DRY	DAWN	FORCED	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1394378	2010-01-01	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DLIT		DITCH	LEFT-CTR	STRGHT	PSNGR CAR	
1394628	2010-06-12	Benton	Albany	ALBANY-CORVALLIS HY	WALKER LN	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK		DITCH	TOO-FAST	STRGHT	PSNGR CAR	
1394923	2010-09-01	Benton	Albany	N ALBANY RD	QUARRY RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1394925	2010-04-16	Marion	Jefferson	MAIN ST	HAZEL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1395240	2010-12-31	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	
1395278	2010-12-24	Linn	Albany	ERMINA ST	8TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			PAS-STOP	STRGHT	PSNGR CAR	
1395291	2010-12-25	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	PED	PED	INJ	RAIN	WET	DUSK			NO-YIELD	STRGHT	PSNGR CAR	
1395314	2010-12-27	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DLIT			INATTENT	STRGHT	PSNGR CAR	
1395318	2010-12-27	Linn	Albany	ELLSWORTH ST	1ST AVE	GRADE	S-1STOP	REAR	INJ	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1395321	2010-12-27	Linn	Albany	HILL ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DAY			IMP-TURN	TURN-L	PSNGR CAR	
1395330	2010-12-28	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	RAIN	WET	DLIT				TURN-L	PSNGR CAR	
1395333	2010-12-29	Linn	Albany	WEVERLY DR	CLAY ST	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY			NO-YIELD	TURN-L	PSNGR CAR	
1395336	2010-12-30	Linn	Albany	WAVERLY DR	9TH AVE	STRGHT	PED	PED	INJ	CLD	DRY	DARK			NT VISBL	STRGHT	PSNGR CAR	
1395400	2010-12-30	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLD	WET	DAY			NO-YIELD	STRGHT	PSNGR CAR	
1397555	2010-02-25	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY			INATTENT	STRGHT	PSNGR CAR	
1397558	2010-10-22	Benton	Albany	CROCKER LN	SQUIRE LN	STRGHT	O-STRGHT	HEAD	INJ	RAIN	WET	DLIT		PET	LEFT-CTR	STRGHT	PSNGR CAR	
1397613	2010-07-17	Benton	Albany	NW SPRING HILL RD	NW CEDAR LN	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1397644	2010-08-06	Linn	Albany	EB EXTO LYON ST	NB ALBANY-CORVLS HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1397652	2010-12-13	Benton	Albany	NORTH HEIGHTS DR	GIBSON HILL RD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DARK			TOO-CLOS	STRGHT	PSNGR CAR	
1398678	2010-05-31	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT			DIS-RAG	STRGHT	PSNGR CAR	
1398677	2010-01-05	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT			DIS-RAG	STRGHT	PSNGR CAR	
1398681	2010-07-19	Linn	Albany	7TH AVE	TAKENA ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY			NO-YIELD	TURN-R	PSNGR CAR	
1398686	2010-10-13	Linn	Albany	AIRPORT RD	ALBANY-JCT CITY HY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DARK			NO-YIELD	TURN-R	PSNGR CAR	
1398692	2010-12-04	Linn	Albany	SW BLACK BEAR AVE	SW CHINOOK DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT			TOO-CLOS	STRGHT	PSNGR CAR	
1398701	2010-12-19	Linn	Albany	NB EXTO KNOX B RD	ALBANY-JCT CITY HY	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1398706	2010-11-29	Linn	Albany	CENTER ST	SE 21ST AVE	INTER	PRKD MV	REAR	PDO	FOG	WET	DLIT			IMP-TURN	TURN-L	PSNGR CAR	
1398715	2010-09-01	Linn	Albany	GEARY ST	23RD AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY		GORE	RECKLESS	STRGHT	PSNGR CAR	
1398745	2010-08-04	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			DIS-RAG	STRGHT	PSNGR CAR	
1398747	2010-07-14	Linn	Albany	WAVERLY DR	27TH AVE	INTER	BKE	TURN	INJ	CLR	DRY	DAY			NO-YIELD	TURN-R	PSNGR CAR	
1398749	2010-02-22	Linn	Albany	SW ELK RUN DR	SW BEAVER CT	INTER	PRKD MV	BACK	PDO	CLR	DRY	DARK			NO-YIELD	BACK	PSNGR CAR	
1398751	2010-05-16	Linn	Albany	SE WAVERLY DR	SE 20TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DUSK		HYDRANT	IMP-TURN	TURN-R	PSNGR CAR	
1398768	2010-11-10	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	PDO	CLD	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1398776	2010-06-29	Linn	Albany	PINE MEADOWS DR	WALDEN CIR	CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DLIT		FENC/BLD	RECKLESS	STRGHT	PSNGR CAR	
1398837	2010-01-23	Linn	Albany	MAIN ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY			INATTENT	STRGHT	PSNGR CAR	
1398841	2010-09-15	Linn	Albany	LEXINGTON ST	23RD AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY			IMP-TURN	U-TURN	PSNGR CAR	
1398851	2010-05-03	Linn	Albany	HILL ST	21ST AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		PET	TOO-CLOS	STRGHT	PSNGR CAR	
1398865	2010-09-07	Linn	Albany	HILL ST	21ST AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY			PAS-STOP	STRGHT	PSNGR CAR	
1398872	2010-06-15	Linn	Albany	HILL ST	21ST AVE	STRGHT	S-STRGHT	REAR	PDO	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1400487	2011-01-06	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1400808	2011-01-05	Linn	Millersburg	MORNING STAR RD	OLD SALEM RD	CURVE	O-STRGHT	HEAD	PDO	CLR	DRY	DAY			TOO-FAST	STRGHT	PSNGR CAR	
1400822	2011-01-06	Linn	Albany	QUEEN AVE	PACIFIC BLVD	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1400833	2011-01-07	Linn	Albany	GEARY ST	12TH AVE	STRGHT	FIX OBJ	FIX	INJ	FOG	DRY	DARK		ISLAND	RECKLESS	STRGHT	PSNGR CAR	
1400854	2011-01-09	Linn	Albany	HILL ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY			DIS-RAG	STRGHT	PSNGR CAR	
1400881	2011-01-15	Linn	Albany	QUEEN AVE	GEARY ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1400894	2011-01-20	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1400907	2011-01-23	Linn	Albany	WAVERLY DR	GRAND PRAIRIE RD	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT		TIREFAIL	TIREFAIL	STRGHT	PSNGR CAR	
1400929	2011-01-27	Linn	Albany	LIBERTY ST	QUEEN AVE	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY			IMP-OVER	STRGHT	PSNGR CAR	
1400931	2011-01-31	Linn	Albany	QUEEN AVE	TUDOR WAY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1400939	2011-01-17	Linn	Albany	GEARY ST	14TH AVE	INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DUSK			NO-YIELD	TURN-L	PSNGR CAR	
1400948	2011-02-03	Linn	Albany	WAVERLY DR	21ST AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		PED INV	INATTENT	STRGHT	PSNGR CAR	
1400981	2011-02-02	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	O-1TURN	TURN	INJ	CLR	DRY	DARK			NO-YIELD	STRGHT	PSNGR CAR	
1401011	2011-02-08	Linn	Albany	CALAPOOIA ST	5TH AVE	STRGHT	PRKD MV	SS-M	PDO	CLD	WET	DAWN			CARELESS	STRGHT	PSNGR CAR	
1401018	2011-02-09	Linn	Albany	MARION ST	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	
1401024	2011-01-25	Linn	Albany	14TH AVE	CLAY ST	ALLEY	S-1STOP	REAR	PDO	CLR	DRY	DLIT			TOO-CLOS	STRGHT	PSNGR CAR	
1401046	2011-01-25	Linn	Albany	CALAPOOIA ST	PACIFIC BLVD	ALLEY	ANGL-OTH	BACK	PDO	CLR	DRY	DARK			IMP-OVER	BACK	PSNGR CAR	
1401082	2011-02-14	Linn	Albany	WAVERLY DR	25TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			INATTENT	STRGHT	PSNGR CAR	
1401122	2011-02-14	Linn	Albany	MAIN ST	19TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	
1401138	2011-02-15	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1401147	2011-02-15	Linn	Albany	GEARY ST	21ST AVE	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY			DITCH	CARELESS	STRGHT	PSNGR CAR
1401178	2011-02-17	Linn	Albany	KNOX BUTTE RD	MARILYN ST	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY			IMP-OVER	STRGHT	PSNGR CAR	
1401183	2011-02-17	Linn	Albany	CLAY ST	34TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			PAS-STOP	STRGHT	PSNGR CAR	
1401187	2011-02-07	Linn	Albany	GEARY ST	QUEEN AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DLIT			CURB	CARELESS	STRGHT	PSNGR CAR
1401196	2011-02-11	Linn	Albany	QUEEN AVE	LAFAYETTE ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		PET	INATTENT	STRGHT	PSNGR CAR	
1401210	2011-02-14	Linn	Albany	WAVERLY DR	14TH AVE	INTER	S-1STOP	SS-O	PDO	CLR	DRY	DAY			IMP LN C	STRGHT	PSNGR CAR	
1401213	2011-02-20	Linn	Albany	MARION ST	18TH AVE	STRGHT	PRKD MV	SS-M	INJ	CLR	DRY	DLIT			IMP PKNG	STRGHT	PSNGR CAR	
1401241	2011-02-21	Linn	Albany	LYON ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			NO-YIELD	TURN-L	PSNGR CAR	
1401984	2011-01-28	Marion	Albany	TALBOT RD SE	HICKORY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY			INATTENT	STRGHT	PSNGR CAR	
1402057	2011-02-03	Benton	Albany	N ALBANY RD	HICKORY ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY		ISLAND	IMP-TURN	TURN-L	PSNGR CAR	
1402065	2011-02-04	Benton	Albany	GIBSON HILL RD	CROCKER LN	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			INATTENT	STRGHT	PSNGR CAR	
1402302	2011-03-18	Linn	Albany	WAVERLY DR	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			IMP PKNG	STRGHT	PSNGR CAR	

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1406536	2011-03-02	Linn	Albany	HILL ST	9TH AVE	INTER	S-1TURN	TURN	PDO	UNK	UNK	DAY	IMP-TURN	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1406565	2011-03-21	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1406577	2011-03-06	Linn	Albany	SANTIAM HWY	WAWERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	INATTENT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1406586	2011-03-10	Linn	Albany	SANTIAM HWY	BURKHART ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1406584	2011-03-16	Linn	Albany	SE GEARY ST	8TH AVE	INTER	S-1TURN	TURN	INJ	RAIN	WET	DAY	DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR	
1406589	2011-03-16	Linn	Albany	SANTIAM HWY	BANK ST	ALLEY	O-1TURN	TURN	INJ	CLR	WET	DLIT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1406677	2011-03-19	Linn	Tangent	ALBANY-JCT CITY HY	D ST	BRIDGE	FIX OBJ	FIX	INJ	CLR	DRY	DAY	GARDRAIL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1406710	2011-03-23	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1406718	2011-03-24	Linn	Albany	PACIFIC BLVD	PINE ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406728	2011-03-11	Linn	Albany	SE GEARY ST	EB SANTIAM HWY	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAWN	IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1406762	2011-03-25	Linn	Albany	SANTIAM HWY	WAWERLY DR	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1406782	2011-03-28	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1406783	2011-03-28	Linn				STRGHT	FIX OBJ	FIX	PDO	CLR	WET	DARK	GARDRAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1406789	2011-03-18	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	S-1TURN	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406791	2011-03-30	Linn	Albany	ALLEN LN	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406795	2011-03-24	Linn	Albany	2ND AVE	LYON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1406802	2011-01-01	Linn	Albany	PACIFIC BLVD	49TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406806	2011-01-02	Linn	Albany	PACIFIC BLVD	MAIN ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1406834	2011-01-04	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	STRGHT	S-1STOP	REAR	INJ	UNK	UNK	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406880	2011-01-05	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	MTRCYCLE	PSNGR CAR	PSNGR CAR
1406888	2011-01-07	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-STRGHT	SS-O	INJ	RAIN	WET	DLIT	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1406908	2011-01-10	Linn	Albany	PACIFIC BLVD	WB ALBANY-CORVUS HY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1406944	2011-01-14	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1406958	2011-01-15	Linn	Albany	SE EX SANTIAM HY	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1406972	2011-01-16	Linn				STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	DITCH	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1407030	2011-01-17	Linn	Albany	SANTIAM HWY	S NB EX SANTM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1407062	2011-01-17	Linn	Albany	PACIFIC BLVD	53RD AVE	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DLIT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1407128	2011-01-20	Linn				INTER	FIX OBJ	FIX	PDO	CLR	WET	DAY	BARRIER	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1407139	2011-01-21	Linn				INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1407159	2011-01-21	Linn	Albany	LYON ST	6TH AVE	INTER	S-1TURN	TURN	PDO	FOG	WET	DLIT	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1408549	2011-03-12	Linn	Albany	ELLSWORTH ST	1ST AVE	STRGHT	PRKD MV	REAR	PDO	CLR	WET	DAY	OTHER IMP	PARKING	STRGHT	PSNGR CAR	PSNGR CAR
1409462	2011-03-18	Linn				STRGHT	OVERTURN	NCOL	FAT	RAIN	WET	DAY	BARRIER	OTHER IMP	STRGHT	MTRCYCLE	PSNGR CAR
1409627	2011-04-15	Marion	Jefferson	JEFFERSON HY	MILL ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1411834	2011-02-22	Linn	Tangent	CORVLEBANON HY	LOONEY LN	CURVE	FIX OBJ	FIX	PDO	CLR	WET	DARK	BARRIER	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412016	2011-05-20	Marion	Jefferson	NORTH AVE	2ND ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY	IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR	
1412025	2011-03-26	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412031	2011-03-28	Linn	Albany	WAWERLY DR	SANTIAM HWY	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1412046	2011-03-28	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY	IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1412054	2011-03-28	Linn	Albany	PACIFIC BLVD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1412064	2011-03-03	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	INTER	ANGL-OTH	TURN	PDO	CLR	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1412106	2011-03-01	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1412112	2011-02-24	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	INTER	FIX OBJ	FIX	PDO	SNOW	ICE	DAWN	OTH SIGN	CARELESS	STRGHT	SEMI TOW	
1412118	2011-02-23	Linn	Albany	PACIFIC BLVD	24TH AVE	ALLEY	O-1TURN	TURN	INJ	RAIN	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR	SEMI TOW	
1412132	2011-02-23	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	WET	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1412151	2011-02-08	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412152	2011-02-08	Linn	Albany	PACIFIC BLVD	PACIFIC BLVD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1412154	2011-02-11	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT	TOO-CLOS	STRGHT	PSNGR CAR	UNKNOWN	
1412159	2011-02-12	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY	OTHER IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1412162	2011-02-07	Linn	Albany	SALEM AVE	SHERMAN ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412178	2011-01-27	Linn	Millersburg	ARNOLD RD	OLD SALEM RD	INTER	OTH OBJ	FIX	PDO	CLR	DRY	DARK	OTHER OBJ	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412202	2011-01-06	Linn	Albany	ALBANY AVE	SALEM AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1412218	2011-01-30	Linn	Albany	GEARY ST	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412263	2011-02-01	Linn	Albany	PACIFIC BLVD	BURKHART ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1412266	2011-02-03	Linn	Albany	SANTIAM HWY	GOLDFISH FARM RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412269	2011-02-03	Linn	Albany	GEARY ST	15TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1412277	2011-02-04	Linn	Albany	LYON ST	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1412284	2011-02-02	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	ISLAND	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1412299	2011-02-22	Linn	Albany	LYON ST	3RD AVE	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1412304	2011-02-22	Linn	Albany	BELMONT AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	WET	DAY	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1412317	2011-02-08	Linn	Albany	PACIFIC BLVD	MORSE AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412340	2011-02-18	Linn	Albany	PACIFIC BLVD	WB EX ELLSWORTH	STRGHT	PRKD MV	REAR	PDO	RAIN	WET	DAY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1412349	2011-02-18	Linn	Albany	SANTIAM HWY	WAWERLY DR	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1412386	2011-02-16	Linn	Albany	SE GEARY ST	SE SANTIAM RD	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1412397	2011-01-30	Linn				STRGHT	S-STRGHT	SS-O	PDO	UNK	UNK	DLIT	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1412427	2011-02-24	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-1STOP	REAR	INJ	SNOW	SNO	DAWN	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1412483	2011-02-24	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	SS-O	PDO	SNOW	SNO	DAY	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1412489	2011-02-24	Linn				STRGHT	FIX OBJ	FIX	PDO	CLR	SNO	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412495	2011-02-24	Linn				STRGHT	FIX OBJ	FIX	PDO	SNOW	SNO	DAY	GARDRAIL	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1412521	2011-02-28	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412584	2011-02-28	Linn				INTER	FIX OBJ	FIX	INJ	RAIN	WET	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1412914	2011-05-26	Benton	Albany	N ALBANY RD	HICKORY ST	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1414110	2011-05-26	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DARK	POLE UTL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1414256	2011-05-23	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY						

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1424798	2011-04-11	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1424814	2011-04-12	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1424854	2011-04-13	Linn	Albany	GEARY ST	9TH AVE	ALLEY	O-1TURN	TURN	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1424861	2011-04-13	Linn	Albany	21ST AVE	ELM ST	ALLEY	O-1STOP	BACK	PDO	RAIN	WET	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1424928	2011-04-26	Linn		LOONEY LN		STRGHT	S-STRGHT	SS-O	PDO	CLR	WET	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1427088	2011-04-12	Linn				STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	GARDRAIL	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1427492	2011-04-13	Linn	Albany	AIRPORT RD SE (FR)	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1427498	2011-04-07	Linn				STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR	
1427505	2011-04-14	Linn				STRGHT	S-STRGHT	SS-O	INJ	CLD	SNO	DAY		SPEED	STRGHT	PSNGR CAR	SEMI TOW	
1427510	2011-04-15	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1427520	2011-04-15	Linn	Albany	COLUMBUS ST	DEL RIO AVE	INTER	BIKE	ANGL	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR		
1427534	2011-04-15	Linn	Albany	34TH AVE	SE PACIFIC BLVD	STRGHT	FIX OBJ	FIX	INJ	CLD	DRY	DLIT	TREE	RECKLESS	STRGHT	PSNGR CAR		
1427637	2011-04-18	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DRY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1427841	2011-04-19	Linn				STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		IMP LNC	STRGHT	PSNGR CAR	PSNGR CAR	
1427844	2011-04-19	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1427848	2011-04-19	Linn	Albany	PACIFIC BLVD	WAVERLY DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1427872	2011-04-20	Linn	Albany	PACIFIC BLVD	FERRY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1428002	2011-04-20	Linn	Albany	SANTIAM HWY	S NB EX SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1428013	2011-04-26	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1428210	2011-04-28	Linn				CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DAY		TOO-FAST	STRGHT	PSNGR CAR		
1429191	2011-10-19	Marion		TALBOT RD SE		INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1429407	2011-02-07	Linn	Albany	WAVERLY DR	LUKAS CT	STRGHT	PRKD MV	REAR	PDO	CLD	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1429453	2011-04-01	Linn	Benton	DOCKR LN	DOVED LN	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1429512	2011-05-30	Linn	Albany	SANTIAM HWY	DAVIDSON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1429519	2011-05-01	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1432922	2011-12-02	Marion	Jefferson	JEFFERSON HY	MAIN ST	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1433661	2011-12-08	Marion	Jefferson	NORTH AVE	2ND ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1433664	2011-12-06	Linn				STRGHT	PRKD MV	ANGL	PDO	FOG	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1435290	2011-04-18	Linn		GOLD FISH FARM RD		INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1435327	2011-04-15	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR		
1435360	2011-04-29	Linn				INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1435375	2011-04-19	Linn	Albany	WB EX TO PACIFIC BV	NB I-5 EX KNOX B RD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1435385	2011-04-21	Linn	Albany	THURSTON ST	34TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1435403	2011-04-21	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR	
1435407	2011-04-21	Linn				INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1435444	2011-04-22	Linn	Albany	GEARY ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1435455	2011-04-23	Linn	Albany	QUEEN AVE	TRUDELL CT	INTER	O-1STOP	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1435468	2011-04-27	Linn	Albany	14TH AVE	CLAY ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1435473	2011-04-09	Linn	Albany	LYON ST	INTER	S-1TURN	TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1435476	2011-04-14	Linn	Albany	QUEEN AVE	GEARY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1435490	2011-04-18	Linn	Albany	ELM ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1435495	2011-04-21	Linn	Albany	WAVERLY DR	9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1435517	2011-04-28	Linn	Albany	WASHINGTON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1435527	2011-04-29	Linn	Albany	HILL ST	QUEEN AVE	ALLEY	FIX OBJ	FIX	PDO	CLD	WET	DAY	CURB	RECKLESS	STRGHT	PSNGR CAR		
1435940	2011-04-29	Linn	Albany	FERRY ST	5TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1435943	2011-04-30	Linn	Albany	UMATILLA ST	29TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	OTHR-IMP	TURN-L	PSNGR CAR		
1435955	2011-05-09	Linn	Albany	QUEEN AVE		INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436002	2011-05-08	Linn	Albany	WAVERLY DR	SANTIAM HWY	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1436006	2011-05-10	Linn	Albany	LYON ST	8TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436017	2011-05-11	Linn	Albany	SANTIAM HWY	NB EX SANTIAM HWY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436094	2011-05-11	Linn	Albany	SANTIAM HWY	SPICER RD	INTER	S-1STOP	REAR	PDO	CLD	DRY	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1436130	2011-05-11	Linn	Albany	PACIFIC BLVD	GEARY ST	ALLEY	S-1TURN	TURN	PDO	RAIN	WET	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1436149	2011-05-12	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	FORCED	DIS-RAG	STRGHT	MOTRHOME	PSNGR CAR	
1436155	2011-05-12	Linn	Albany	WAVERLY DR	21ST AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	CELL-WTN	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436165	2011-05-12	Linn	Albany	34TH AVE	TUDOR WAY	ALLEY	ANGL-STP	ANGL	INJ	CLD	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1436170	2011-05-12	Linn	Albany	PACIFIC BLVD	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1436172	2011-05-13	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436188	2011-05-14	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1436202	2011-05-14	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	S-STRGHT	REAR	PDO	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436203	2011-05-14	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	CURB	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1436213	2011-05-14	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1436888	2011-05-17	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1436918	2011-05-19	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLD	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1436923	2011-05-20	Linn	Albany	WAVERLY DR	47TH AVE	INTER	O-1STRGHT	SS-O	PDO	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1436933	2011-05-20	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1436967	2011-05-20	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1436979	2011-05-20	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1436985	2011-05-21	Linn	Albany	14TH AVE		INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437003	2011-05-21	Linn	Albany	PACIFIC BLVD	PINE ST	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437016	2011-05-21	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1437037	2011-05-25	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	CLD	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1437047	2011-05-25	Linn	Albany	AIRPORT RD SE (FR)	KILLDEER RD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		PAS-STOP	TURN-L	PSNGR CAR	PSNGR CAR	
1437056	2011-05-26	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	INTER	FIX OBJ	GRADE	INJ	CLR	DRY	DAY	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1437110	2011-05-24	Linn	Albany	PACIFIC BLVD	ALLEY	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1437116	2011-05-24	Linn	Albany	TUDOR WAY	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437125	2011-05-24	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437129	2011-05-24	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1437193	2011-05-27	Linn	Albany	2ND AVE	GEARY ST	STRGHT	S-1TURN	TURN	INJ	CLD	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1437200	2011-05-27	Linn	Albany	GEARY ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1437311	2011-05-31	Linn				STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1437313	2011-06-30	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437323	2011-06-01	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DAY		DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR	
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ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1437528	2011-06-09	Linn	Albany	BURKHART ST	17TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	VEG HID	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1437542	2011-06-09	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SEMI TOW	
1437556	2011-06-09	Linn	Albany	SANTIAM HWY	WAVELY DR	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1437567	2011-06-10	Linn	Albany	PACIFIC BLVD	ERMINI ST	INTER	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1437614	2011-06-10	Linn	Albany				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FELJUMP	TOO-CLOS	STRGHT	MTRCYCLE	PSNGR CAR
1437637	2011-06-10	Linn	Albany	ELLSWORTH ST	1ST AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1437650	2011-06-11	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1437678	2011-06-11	Benton	Albany	SKYLINE TERRACE	MIRADA	GRADE	FIX OBJ	FIX	PDO	CLD	DRY	DARK	DITCH	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1437698	2011-06-11	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	O-1STOP	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1437710	2011-06-12	Linn	Albany	SANTIAM HWY	E NB EF SANTIAM HY	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437713	2011-06-12	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	SEMI TOW	
1437721	2011-06-12	Linn	Albany				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	MTRCYCLE
1437724	2011-06-12	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	RAIN	WET	DUSK		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1437730	2011-06-12	Linn	Albany	DUKE ST	BRIDGE	ALLEY	S-STRGHT	SS-O	INJ	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1437733	2011-06-05	Linn	Albany	GEARY ST	14TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437734	2011-06-14	Linn	Albany	QUEEN AVE	ELM ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1437751	2011-06-14	Linn	Albany	SANTIAM HWY	WAVELY DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1437763	2011-06-14	Linn	Albany	9TH AVE	SE GEARY ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1437792	2011-06-17	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437815	2011-06-18	Linn	Albany				STRGHT	S-OTHER	OTH	PDO	CLD	DRY	DAY	LOAD SHIFT	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1437841	2011-06-18	Linn	Albany	CALAPOOIA ST	7TH AVE	INTER	FIX OBJ	FIX	INJ	RAIN	WET	DAY		TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1437878	2011-06-21	Linn	Albany	SANTIAM HWY	SPICER RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437884	2011-06-12	Linn	Albany	BURKHART ST	9TH AVE	INTER	S-1STOP	SS-O	INJ	CLR	DRY	DAY	PHANTOM	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1437908	2011-06-21	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	UNK	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437913	2011-06-22	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437914	2011-06-22	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	UNK	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437916	2011-06-22	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DUSK		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1437919	2011-06-23	Linn	Albany	GEARY ST	9TH AVE	INTER	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1437922	2011-06-24	Linn	Albany	SE GEARY ST	9TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		DIS TCD	TURN-R	PSNGR CAR	PSNGR CAR	
1437923	2011-06-24	Linn	Albany	FERRY ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437958	2011-04-20	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437963	2011-05-03	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1437971	2011-05-03	Linn	Albany	MADISON ST	7TH AVE	INTER	BKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR	
1437976	2011-05-04	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1437977	2011-05-04	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1437984	2011-05-07	Benton	Albany	DOVER LN	CROCKER LN	INTER	ANGL-OTH	TURN	PDO	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1438010	2011-05-07	Linn	Albany	CLAY ST	14TH AVE	ALLEY	BKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1438016	2011-05-07	Linn	Albany	PACIFIC BLVD	WAVELY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1438045	2011-05-08	Linn	Albany				STRGHT	OTH	PDO	CLR	DRY	DAY	LOAD SHIFT	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1438143	2011-06-10	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	GRADE	FIX OBJ	FIX	PDO	CLD	DRY	DAWN		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1438263	2011-06-24	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK	BARRIER	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1438265	2011-06-25	Linn	Albany	PACIFIC BLVD	WAVELY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438267	2011-06-25	Linn	Albany	SANTIAM HWY	CENTER ST	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438278	2011-06-26	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1438280	2011-06-28	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1438287	2011-06-28	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1438315	2011-06-06	Linn	Albany	9TH AVE	GEARY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	MTRCYCLE	PSNGR CAR	
1438328	2011-07-01	Linn	Albany	CENTER ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1438349	2011-07-07	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FELJUMP	IMP LN C	STRGHT	PSNGR CAR	MTRCYCLE	
1438373	2011-07-13	Benton	Albany	ALBANY-CORVALLIS HY	JUNIPER LN	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438386	2011-07-08	Linn	Albany	PACIFIC BLVD	WAVELY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438416	2011-07-10	Linn	Albany	BELMONT AVE	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	VEG HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1438431	2011-07-11	Linn	Albany				STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1438458	2011-07-12	Linn	Albany	SANTIAM HWY	DAVIDSON ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438461	2011-07-12	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1438467	2011-07-12	Linn	Albany				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	PHANTOM	OTHR-IMP	STRGHT	PSNGR CAR	SEMI TOW
1438472	2011-07-13	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438487	2011-07-13	Linn	Albany	PACIFIC BLVD	18TH AVE	INTER	BKE	TURN	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STOP	PSNGR CAR	PSNGR CAR	
1438489	2011-07-04	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLD	DRY	DAY	MV TOWED	IMP-OVER	TURN-R	SEMI TOW	PSNGR CAR	
1438525	2011-07-14	Linn	Albany	OAK ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1438532	2011-07-15	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438537	2011-07-15	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	BKE	ANGL	INJ	CLR	DRY	DAY	VEH HID	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1438541	2011-07-15	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438569	2011-07-17	Linn	Albany	GEARY ST	9TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438689	2011-07-17	Linn	Albany				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	PET	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1438702	2011-07-17	Linn	Albany				STRGHT	S-STRGHT	REAR	PDO	RAIN	WET	DAY	PET	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1438708	2011-07-17	Linn	Albany				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	PET	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1438714	2011-07-17	Linn	Albany				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1438725	2011-07-18	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY	ISLAND	IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1438780	2011-07-18	Linn	Albany	LYON ST	6TH AVE	INTER	BKE	TURN	INJ	CLD	DRY	DAY		IN RDWY	TURN-L	PSNGR CAR	PSNGR CAR	
1438783	2011-07-19	Linn	Albany	GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	TRUCK	PSNGR CAR	
1438818	2011-07-20	Linn	Albany	34TH AVE	PACIFIC BLVD	INTER	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1438819	2011-07-20	Linn	Albany	LYON ST	6TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1438829	2011-07-22	Linn	Albany				O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1438852	2011-07-25	Linn	Albany	CALAPOOIA ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1438853	2011-08-14	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438864	2011-07-17	Benton	Albany	SCENIC DR	WALLEY VIEW DR	INTER	S-1TURN	TURN	PDO	RAIN	WET	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1438866	2011-07-25	Linn	Albany	SANTIAM HWY	WAVELY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1438867	2011-08-27	Benton	Albany	GIBSON HILL RD	SKYLINE DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1439061	2011-07-28	Linn	Albany	SANTIAM HWY	5 NB EX SANTIAM HY	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1439078	2011-07-30	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
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ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1439634	2011-08-21	Linn	Albany	CHESTNUT ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439638	2011-08-01	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1439653	2011-08-22	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439658	2011-08-22	Linn	Albany	AIRPORT RD	ALBANY-JCT CITY HY	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1439659	2011-08-22	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439680	2011-08-23	Linn	Albany	PACIFIC BLVD	GEARY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439700	2011-08-26	Linn	Albany	SANTIAM HWY	9TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439709	2011-09-01	Linn	Albany	SANTIAM HWY	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1439764	2011-09-02	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1439780	2011-09-03	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1439800	2011-09-03	Linn	Albany	9TH AVE	GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1439807	2011-08-14	Linn	Albany	LYON ST	2ND AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439848	2011-09-06	Linn	Albany	PACIFIC BLVD	53RD AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439861	2011-09-11	Linn	Albany	PACIFIC HY-15	NB I-5 EX-KNOX B RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1439889	2011-09-11	Linn	Albany	PACIFIC BLVD		STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	SUB OTRN	TOO-CLOS	STRGHT	MTRCYCLE	PSNGR CAR
1440216	2011-09-13	Linn	Albany	PACIFIC BLVD	ELLINGSON RD	ALLEY	ANGL-OTH	TURN	PDO	CLR	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1440225	2011-09-14	Linn	Albany	BRIDGE	ELLSWORTH ST	1ST AVE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440245	2011-09-14	Linn	Albany	LYON ST		CURVE	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440251	2011-09-14	Linn	Albany	LYON ST	4TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR
1440290	2011-09-16	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440300	2011-09-20	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	FORCED	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1440339	2011-09-21	Linn	Albany	PACIFIC HY-15	NB EX SANTIAM HY	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	SEMI TOW	SEMI TOW
1440350	2011-09-21	Linn	Albany		FIX OBJ	STRGHT	FIX	OBJ	INJ	CLR	DRY	DAY		TIREFAIL	OTHR IMP	PSNGR CAR	PSNGR CAR
1440355	2011-09-23	Linn	Albany	OAK ST	SALEM AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440359	2011-09-23	Linn	Albany	OAK ST	SALEM AVE	INTER	S-OTHER	TURN	INJ	CLR	DRY	DAY		TOO-CLOS	TURN-L	PSNGR CAR	PSNGR CAR
1440360	2011-09-23	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440362	2011-09-24	Linn	Albany	LYON ST	1ST AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1440415	2011-09-25	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1440495	2011-09-28	Linn	Albany	PACIFIC BLVD	36TH AVE	STRGHT	O-STRGHT	SS-M	INJ	CLR	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1440543	2011-09-30	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	INJ	CLR	DRY	DLIT		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1440561	2011-09-10	Linn	Albany	ERMINIE ST	PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR
1440566	2011-09-13	Linn	Albany	8TH AVE	ELM ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	CURB	RECKLESS	TURN-R	PSNGR CAR	PSNGR CAR
1440570	2011-09-16	Linn	Albany	PACIFIC BLVD	CALAPOOIA ST	CURVE	PRKD MV	REAR	INJ	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1440573	2011-09-20	Linn	Albany	PACIFIC BLVD	36TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR
1440574	2011-11-20	Linn	Albany	WAVERLY DR	36TH AVE	STRGHT	FIX OBJ	FIX	FAT	CLR	DRY	DAY	TREE	LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR
1440575	2011-09-22	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR
1440577	2011-09-25	Linn	Albany	LYON ST	1ST AVE	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY		BR ABUT	STRGHT	PSNGR CAR	PSNGR CAR
1440579	2011-10-10	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440581	2011-10-01	Linn	Albany	EB ALBANY-CORVLS HY	9TH AVE	BRIDGE	S-STRGHT	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440582	2011-10-02	Linn	Albany	KILLDEER RD	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440630	2011-10-02	Linn	Albany			STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DARK	OTH ACDT	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1440635	2011-10-03	Benton	Albany	WB ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	S-1STOP	REAR	INJ	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440644	2011-10-03	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	ANGL-OTH	TURN	PDO	CLR	WET	DAY		NO-YIELD	STRGHT	TRUCK	PSNGR CAR
1440672	2011-10-03	Linn	Albany	PACIFIC BLVD	ALLEN LN	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440677	2011-10-03	Linn	Albany	ELLSWORTH ST	3RD AVE	INTER	PED	PED	INJ	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1440696	2011-10-04	Linn	Albany	LYON ST CONN	LYON ST	CURVE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440721	2011-10-04	Linn	Albany	SANTIAM HWY	BURKHART ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440738	2011-10-05	Linn	Albany	ELLSWORTH ST	1ST AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1440754	2011-10-05	Linn	Albany			INTER	O-1TURN	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1440770	2011-10-07	Linn	Albany	PACIFIC BLVD	12TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440771	2011-10-07	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAWN		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1440772	2011-10-07	Linn	Albany			INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DUSK		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1440794	2011-11-16	Benton	Albany	SPRING HILL RD	BENTON PL	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440803	2011-11-17	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440812	2011-11-17	Benton	Albany	ALBANY-CORVALLIS HY	CRESWELL LN	STRGHT	S-1STOP	REAR	PDO	CLR	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1440970	2011-11-24	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1441011	2011-12-02	Benton	Albany	ALBANY-CORVALLIS HY	CRESWELL LN	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441139	2011-10-12	Linn	Millersburg	SB EF OLD SALEM RD	OLD SALEM RD	CURVE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	OTH SIGN	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1441149	2011-11-23	Linn	Albany			STRGHT	S-STRGHT	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	UNKNOWN
1441153	2011-11-27	Linn	Albany	PACIFIC HY-15	NB EX SANTIAM HY	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441161	2011-10-15	Linn	Albany	SE GEARY ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1441179	2011-10-03	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441180	2011-10-18	Linn	Albany	PACIFIC BLVD		INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441181	2011-10-18	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1441191	2011-10-19	Linn	Albany	BURKHART ST	PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1441212	2011-10-21	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441215	2011-10-21	Linn	Albany	PACIFIC BLVD	36TH AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	SEMI TOW
1441223	2011-10-24	Linn	Albany	ELLINGSON RD	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1441225	2011-10-24	Linn	Albany			STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	PET	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441226	2011-10-25	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441266	2011-10-27	Linn	Albany	SANTIAM HWY	SB EX SANTIAM HY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1441287	2011-10-12	Linn	Albany	9TH AVE		STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	FORCED	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1441291	2011-10-28	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	INJ	RAIN	WET	DAY		TOO-CLOS	TURN-R	PSNGR CAR	PSNGR CAR
1441304	2011-10-28	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	RAIN	WET	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441308	2011-10-28	Linn	Albany	SANTIAM HWY	WAVERLY DR	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	FORCED	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1441310	2011-10-28	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	RAIN	WET	DLIT		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR
1441322	2011-10-30	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441328	2011-10-30	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441337	2011-10-30	Linn	Albany	COLUMBUS ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1441359	2011-10-31	Linn	Albany	PACIFIC BLVD	ALBANY AVE	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAWN		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1441371	2011-11-01	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR												

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1441662	2011-11-23	Linn				STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR		
1441681	2011-11-23	Linn	Albany	SANTIAM HWY	CLAY ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1441685	2011-11-24	Linn	Albany	HILL ST	9TH AVE	STRGHT	S-1TURN	TURN	PDO	UNK	UNK	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1441688	2011-11-24	Linn				STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441689	2011-11-25	Linn				STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DARK	MARKER	RECKLESS	STRGHT	PSNGR CAR		
1441703	2011-11-27	Linn				STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	
1441712	2011-11-27	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441716	2011-11-27	Linn				STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441718	2011-11-27	Linn				STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DARK	OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441721	2011-11-26	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1441723	2011-11-29	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441726	2011-11-29	Linn	Albany	SANTIAM HWY	DALE ST	INTER	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1441856	2011-12-02	Linn	Albany	PACIFIC BLVD	53RD AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441859	2011-11-27	Linn				INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	SEMI TOW	PSNGR CAR	
1441864	2011-11-12	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1441867	2011-11-18	Linn	Albany	ELLSWORTH ST	1ST AVE	INTER	S-1TURN	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	TRUCK	TRUCK	
1441869	2011-11-21	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	PED	PED	INJ	AVE	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR		
1441880	2011-12-03	Linn	Albany	ELLSWORTH ST	3RD AVE	INTER	ANGL-OTH	TURN	INJ	FOG	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1441887	2011-12-03	Marion	Jefferson	JEFFERSON HY	MAIN ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441899	2011-12-04	Linn	Albany	9TH AVE	OAK ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	CURB	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1441926	2011-12-06	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	FOG	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441930	2011-12-06	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	PDO	FOG	DRY	DLIT	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441933	2011-12-07	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	INTER	ANGL-OTH	ANGL	INJ	FOG	DRY	DLIT		WRNG WAY	TURN-R	PSNGR CAR	PSNGR CAR	
1441940	2011-12-10	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441943	2011-12-11	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1441948	2011-12-03	Linn				INTER	FIX OBJ	FIX	PDO	FOG	WET	DARK	DITCH	TOO-FAST	STRGHT	PSNGR CAR		
1441971	2011-12-16	Linn	Albany	ELLSWORTH ST	1ST AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1441973	2011-12-16	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441977	2011-12-16	Linn	Albany	LYON ST	2ND AVE	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1441983	2011-12-19	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1441991	2011-12-20	Linn	Albany	PACIFIC BLVD	WAVERLY DR	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY		UNK	STRGHT	PSNGR CAR	PSNGR CAR	
1441994	2011-12-21	Linn	Tangent	EB EF ALB-ICT CY HY	ALBANY-JCT CITY HY	GRADE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR		
1441996	2011-12-15	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1442008	2011-11-01	Linn	Albany	LYON ST	19TH AVE	INTER	PRKD MV	REAR	PDO	UNK	UNK	DARK		RECKLESS	TURN-L	PSNGR CAR	PSNGR CAR	
1442024	2011-12-12	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR		
1442035	2011-12-26	Linn				INTER	FIX OBJ	FIX	PDO	FOG	WET	DARK	DITCH	OTHR IMP	STRGHT	PSNGR CAR		
1442048	2011-12-27	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1442085	2011-12-27	Linn	Albany	PACIFIC BLVD		INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	SEMI TOW	PSNGR CAR	
1442098	2011-12-28	Linn				INTER	FIX OBJ	FIX	PDO	CLR	DRY	DARK		FAVET	STRGHT	PSNGR CAR		
1442111	2011-12-30	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY		OTH SIGN	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1442132	2011-12-31	Linn	Millersburg	OLD SALEM RD	CONSER RD	STRGHT	FIX OBJ	FIX	INJ	FOG	ICE	DAWN	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR		
1443413	2011-06-12	Benton				STRGHT	FIX OBJ	FIX	PDO	UNK	UNK	UNK	DITCH	TOO-FAST	STRGHT	PSNGR CAR		
1443432	2011-06-11	Benton	Albany	GIBSON HILL RD	N ALBANY RD	STRGHT	ANIMAL	OTH	PDO	CLR	DRY	DARK	DEER ELK	NO CODE	STRGHT	PSNGR CAR		
1443477	2011-05-03	Linn	Albany	CALAPOOIA ST	PACIFIC BLVD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1443480	2011-05-03	Linn	Albany	PACIFIC BLVD	24TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1443490	2011-05-02	Linn	Albany	SANTIAM HWY	TIMBER ST	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1443973	2011-09-01	Benton	Albany	N ALBANY RD	QUARRY RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1444241	2011-06-26	Linn	Albany	MARION ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1444219	2011-06-26	Linn	Albany	PARK TER	QUEEN AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	CURB	RECKLESS	STRGHT	PSNGR CAR		
1444225	2011-06-27	Linn	Albany	WAVERLY DR	14TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1444232	2011-06-29	Linn				ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1444244	2011-06-30	Linn	Albany	27TH AVE	FULTON ST	INTER	ANGL-STP	BACK	PDO	CLR	DRY	DUSK		OTHR IMP	BACK	PSNGR CAR	MOTRHOME	
1444251	2011-06-30	Linn	Albany	39TH AVE	GEARY ST	STRGHT	PRKD MV	REAR	PDO	CLR	DRY	DARK		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1444283	2011-07-01	Linn	Albany	WASHINGTON ST	6TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1444294	2011-07-02	Linn	Albany	MOUNTAIN VIEW DR	WAVERLY DR	INTER	ANGL-OTH	BACK	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1445710	2011-10-05	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR		
1445719	2011-10-06	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1446319	2011-07-06	Linn	Millersburg	OLD SALEM RD	ARNOLD RD	GRADE	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	CURB	IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1446320	2011-07-06	Linn	Albany	WAVERLY DR	GRAND PRAIRIE RD	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY		BIKE INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1446324	2011-07-06	Linn	Albany	GEARY ST	SALEM AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1446351	2011-07-01	Linn	Albany	WAVERLY DR	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1446370	2011-06-15	Linn	Albany	GEARY ST	34TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	IMP-TURN	TURN-R	SEMI TOW		
1446379	2011-06-21	Linn	Albany	24TH AVE	THURSTON ST	STRGHT	O-STRGHT	HEAD	INJ	CLR	DRY	DARK	CELL-POL	OTHR IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1446383	2011-07-02	Linn	Albany	FIX OBJ	WAVERLY DR	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY		CURB	STRGHT	PSNGR CAR		
1446410	2011-07-20	Linn	Albany	TUDOR WAY	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1446417	2011-07-21	Linn	Albany	BURKHART ST	SALEM AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1446424	2011-07-23	Linn	Albany	WAVERLY DR	SOUTH SHORE DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1446426	2011-07-24	Linn	Albany	JEFFERSON ST	13TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1446954	2011-07-04	Benton	Albany	NW THORN DR	NW JORDAN WAY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1446962	2011-07-25	Linn	Albany	ELM ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR	
1446971	2011-07-27	Linn	Albany	MAIN ST	3RD AVE	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1446984	2011-07-27	Linn	Albany	WAVERLY DR	QUEEN AVE	INTER	ALLEY	TURN	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR		
1446989	2011-07-27	Linn																

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1447412	2011-09-10	Linn	Albany	HILL ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447422	2011-09-13	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447425	2011-09-15	Linn	Albany	GEARY ST	12TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447428	2011-09-15	Linn	Albany	JACKSON ST	1ST AVE	ALLEY	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447431	2011-09-16	Linn	Albany	WASHINGTON ST	3RD AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1447435	2011-09-16	Linn	Albany	GEARY ST	15TH AVE	INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DARK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447457	2011-09-17	Linn	Albany	MORSE AVE	PACIFIC BLVD	INTER	PRKD MV	SS-O	PDO	CLR	DRY	DAY		OTHR-IMP	TURN-R	PSNGR CAR	PSNGR CAR	
1447465	2011-09-19	Linn	Albany	HILL ST	28TH AVE	ALLEY	ANGL-OTH	BACK	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1447484	2011-09-20	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	POLE UTL	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447488	2011-09-20	Linn	Tangent	ALBANY-JCT CITY HY	BIRDFOOT DR	INTER	OVERTURN	OTH	INJ	CLR	DRY	DARK		OTHR	TURN-L	MTRCYCLE		
1447528	2011-07-28	Linn	Albany	MARION ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1447548	2011-09-23	Linn	Albany	2ND AVE	MADISON ST	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR	
1447569	2011-09-28	Linn	Albany	2ND AVE	MADISON ST	ALLEY	ANGL-OTH	BACK	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	BACK	PSNGR CAR	PSNGR CAR	
1447571	2011-09-28	Linn	Albany	WEVERLY DR	SE PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1447589	2011-09-28	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447593	2011-09-30	Linn	Albany	WEVERLY DR	44TH AVE	CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DAY	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1447595	2011-09-13	Linn	Albany	QUEEN AVE	LAFAYETTE ST	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1447597	2011-09-25	Linn	Albany	BURKHART ST	16TH AVE	INTER	PED	PED	INJ	RAIN	WET	DAY	HYDRANT	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1447599	2011-09-28	Linn	Albany	TAKENA ST	12TH AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1447602	2011-10-01	Linn	Albany	CURTIS ST	KNOX BUTTE RD	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		IN RDWY	TURN-R	OTHER		
1447605	2011-09-10	Linn	Albany	34TH AVE	JACKSON ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	MV TOWED	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1447608	2011-10-01	Linn	Albany	GEARY ST	12TH AVE	ALLEY	S-1TURN	TURN	PDO	RAIN	WET	DAY		IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR	
1447611	2011-10-01	Linn	Albany	GEARY ST	3RD AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1447613	2011-10-02	Linn	Albany	MADISON ST	7TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1447615	2011-10-03	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447617	2011-10-04	Linn	Albany	GRAND PRAIRIE RD	WEVERLY DR	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DAY	CURB	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1447679	2011-10-09	Linn	Albany	AIRPORT RD	ALBANY-JCT CITY HY	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1447684	2011-10-09	Linn	Albany	GEARY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447693	2011-10-10	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLD	WET	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447714	2011-06-24	Linn	Albany	JESSICAS CT	HILL ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447743	2011-08-15	Linn	Albany	SE LINN AVE	WILLAMETTE AVE	CURVE	PRKD MV	REAR	PDO	CLR	DRY	DAY	CELL-POL	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1447745	2011-10-13	Linn	Albany	SE SANTIAM RD	SE GEARY ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447750	2011-10-14	Linn	Albany	WEVERLY DR	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447752	2011-10-16	Linn	Albany	MAIN ST	SALEM AVE	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DLIT	VEH HID	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447768	2011-10-17	Linn	Albany	MADISON ST	7TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1447771	2011-10-17	Linn	Albany	ELM ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1447785	2011-10-17	Linn	Albany	GEARY ST	17TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1447807	2011-10-18	Linn	Albany	GRAND PRAIRIE RD	WEVERLY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DUSK		NO-YIELD	STRGHT	MTRCYCLE	PSNGR CAR	
1447811	2011-10-19	Linn	Albany	WASHINGTON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447815	2011-10-19	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1447824	2011-10-21	Linn	Albany	MORAGA AVE	WEVERLY DR	INTER	ANGL-OTH	TURN	INJ	CLD	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447829	2011-10-21	Linn	Albany	WEVERLY DR	GRAND PRAIRIE RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAWN		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447839	2011-10-16	Linn	Albany	CALAPOOIA ST	34TH AVE	INTER	FIX OBJ	FIX	INJ	CLD	WET	DARK	ISLAND	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1447840	2011-10-20	Linn	Albany	HILL ST	31ST AVE	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DAY	CURB	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1447868	2011-10-26	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447871	2011-10-28	Linn	Albany	LINCOLN ST	17TH AVE	STRGHT	PRKD MV	REAR	PDO	RAIN	WET	DARK		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR	
1447878	2011-10-29	Linn	Albany	GEARY ST	QUEEN AVE	ALLEY	S-1STOP	REAR	PDO	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1447901	2011-10-30	Linn	Albany	WEVERLY DR	22ND AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	PED INV	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447909	2011-10-31	Linn	Albany	QUEEN AVE	HILL ST	INTER	BIKE	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1447925	2011-10-24	Linn	Albany	JACKSON ST	14TH AVE	INTER	PRKD MV	SS-O	PDO	CLR	DRY	DARK		TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1447946	2011-11-02	Linn	Albany	12TH AVE	WALNUT ST	ALLEY	ANGL-OTH	BACK	PDO	UNK	UNK	DAY		NO-YIELD	BACK	PSNGR CAR	PSNGR CAR	
1447968	2011-11-07	Linn	Albany	KNOX BUTTE RD	CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DARK	DITCH		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1447973	2011-11-08	Linn	Albany	NATIONAL WY	34TH AVE	INTER	S-1TURN	TURN	PDO	CLD	DRY	DAWN		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1447986	2011-11-11	Linn	Albany	MARION ST	24TH AVE	STRGHT	O-1STOP	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1447989	2011-11-09	Linn	Albany	GEARY ST	14TH AVE	INTER	ANGL-OTH	TURN	PDO	UNK	UNK	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1448003	2011-11-12	Linn	Albany	DAVIDSON ST	34TH AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1448012	2011-11-12	Linn	Albany	MARION ST	QUEEN AVE	INTER	O-1STOP	HEAD	INJ	CLD	DRY	DAY	PHANTOM	PHANTOM	STRGHT	PSNGR CAR	PSNGR CAR	
1448034	2011-11-16	Linn	Albany	GRAND PRAIRIE RD	WEVERLY DR	INTER	O-1TURN	TURN	INJ	CLD	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448036	2011-11-16	Linn	Albany	JACKSON ST	13TH AVE	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1448038	2011-11-17	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448089	2011-11-18	Linn	Albany	34TH AVE	LYON ST	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448091	2011-11-22	Linn	Albany	CLAY ST	14TH AVE	ALLEY	O-1STOP	BACK	PDO	RAIN	WET	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1448122	2011-11-24	Linn	Albany	COLUMBUS ST	ALLEY	O-1TURN	TURN	INJ	RAIN	WET	DARK			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448132	2011-11-24	Linn	Albany	WEVERLY DR	47TH AVE	CURVE	S-1STOP	SS-O	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1448136	2011-11-30	Linn	Albany	WEVERLY DR	8TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448197	2011-11-12	Linn	Albany	MARION ST	34TH AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DAY	CURB	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR	
1448198	2011-11-18	Linn	Albany	MAIN ST	1ST AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1448203	2011-12-03	Linn	Albany	WEVERLY DR	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448209	2011-12-03	Linn	Albany	JACKSON ST	QUEEN AVE	INTER	BIKE	TURN	INJ	FOG	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1448225	2011-12-04	Linn	Albany	34TH AVE	TUDOR WAY	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1448229	2011-12-05	Linn	Albany	COLUMBUS ST	COLUMBUS ST	STRGHT	S-1STOP	REAR	INJ	FOG	WET	DAWN	OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448231	2011-12-05	Linn	Albany	WEVERLY DR	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1448245	2011-12-06	Linn	Albany	WEVERLY DR	14TH AVE	INTER	FIX OBJ	FIX	INJ	FOG	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1448259	2011-12-09	Linn	Albany	MORAGA AVE	WEVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448282	2011-12-13	Linn	Albany	COLUMBUS ST	COLUMBUS ST	BRIDGE	FIX OBJ	FIX	PDO	UNK	UNK	DARK	BR RAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1448284	2011-12-15	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448285	2011-12-15	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448287	2011-12-15	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1448304	2011-12-16	Linn	Albany	GEARY ST	24TH AVE	INTER	BIKE	TURN	INJ	FOG	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR	
1448322	2011-11-07	Linn	Albany	HARRISON ST	WATER AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	MV TOWED	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1448323	2011-12-18	Linn	Albany	GEARY ST	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLD	WET	DAY	PET					

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1457543	2012-04-02	Marion	Jefferson	GREENWOOD ST	FAIRFIELD CT	STRGHT	PRKD MV	REAR	PDO	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1458074	2012-04-14	Marion	Jefferson	CHURCH ST	2ND ST	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1461785	2012-01-20	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	O-1TURN	TURN	INJ	CLD	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1461848	2012-01-23	Benton	Albany	NW PALESTINE AVE		STRGHT	FIX OBJ	FIX	PDO	CLD	WET	DARK	MAILBOX	TOO-FAST	STRGHT	PSNGR CAR	
1461966	2012-01-26	Benton	Albany	WB ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	S-1STOP	REAR	INJ	CLD	WET	DUSK		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1463445	2012-02-28	Benton	Albany	ALBANY-CORVALLIS HY	WB ALBANY-CORVALLIS HY	BRIDGE	OTH OBJ	FIX	INJ	CLD	DRY	DLIT		OTHR-IMP	STRGHT	PSNGR CAR	
1464259	2012-01-04	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SEMI TOW
1464262	2012-01-04	Linn	Albany	14TH AVE	GEARY ST	INTER	O-1TURN	TURN	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	MTRCYCLE	PSNGR CAR
1464333	2012-01-07	Linn	Albany	WASHINGTON ST		GRADE	FIX OBJ	FIX	PDO	CLD	WET	DARK	OTH SIGN	INATTENT	TURN-R	PSNGR CAR	PSNGR CAR
1464375	2012-01-06	Linn	Albany	WASHINGTON ST	5TH AVE	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DLIT		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1464396	2012-01-08	Linn	Millersburg	OLD SALEM RD	NYGREN RD	GRADE	FIX OBJ	FIX	PDO	FOG	DRY	DLIT	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	
1464592	2012-01-09	Linn	Albany	PACIFIC BLVD	34TH AVE	ALLEY	ANGL-OTH	TURN	INJ	FOG	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1464599	2012-01-05	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DLIT		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1464603	2012-01-28	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1464610	2012-01-05	Linn	Tangent	ROLLAND DR	ALBANY-JCT CITY HY	INTER	ANGL-OTH	TURN	PDO	CLD	DRY	DLIT		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1464617	2012-01-05	Linn	Albany	HILL ST	14TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464619	2012-01-05	Linn	Albany	HILL ST	14TH AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1464633	2012-01-10	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	OTH BUS
1464635	2012-01-11	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464637	2012-01-11	Linn	Albany	WAVERLY DR	34TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464647	2012-02-02	Benton	Albany	ALBANY-CORVALLIS HY	JUNIPER LN	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464663	2012-01-12	Linn	Albany	WASHINGTON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1464664	2012-01-12	Linn	Albany	PACIFIC BLVD	34TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464669	2012-01-13	Linn	Albany	SANTIAM HWY	DAVIDSON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464672	2012-01-13	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLD	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1464676	2012-01-13	Linn	Albany	14TH AVE	GEARY ST	ALLEY	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1464681	2012-02-03	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1464685	2012-01-13	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1464687	2012-01-13	Linn	Albany	SANTIAM HWY	CLAY ST	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1465162	2012-06-25	Marion	Jefferson	MAIN ST	PEARL ST	STRGHT	PRKD MV	SS-O	PDO	CLD	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1465164	2012-06-26	Marion	Jefferson	SANTIAM HWY	HILL ST	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1465235	2012-03-15	Benton	Albany	WB ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	FIX OBJ	FIX	PDO	RAIN	WET	DAY	PHANTOM	PHANTOM	STRGHT	PSNGR CAR	
1465240	2012-03-15	Benton	Albany	WB ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	S-1STOP	REAR	INJ	RAIN	WET	DAY	OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1465538	2012-04-03	Benton	Albany	WB ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1465704	2012-01-14	Linn	Albany	SANTIAM HWY	SPICKER RD	INTER	S-1STOP	REAR	INJ	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1465725	2012-01-15	Linn	Albany	PACIFIC BLVD	49TH AVE	STRGHT	FIX OBJ	FIX	PDO	SNOW	SNQ	DAY	GARDRAIL	TOO-FAST	STRGHT	PSNGR CAR	
1465742	2012-01-15	Linn	Albany	PACIFIC BLVD	49TH AVE	STRGHT	FIX OBJ	FIX	INJ	CLD	ICE	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR	
1465751	2012-04-18	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1465840	2012-01-06	Linn	Albany	ERMINIE ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	VEH HID	NO-YIELD	TURN-L	PSNGR CAR	
1465854	2012-01-18	Linn	Albany	COLUMBUS ST	MORAGA AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY	HI WATER	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1465856	2012-01-18	Linn	Albany	LOCKNER RD		STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	HI WATER	CARELESS	STRGHT	PSNGR CAR	
1465858	2012-01-18	Linn	Albany	SE GEARY ST	9TH AVE	INTER	O-1TURN	TURN	PDO	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1465867	2012-01-19	Linn	Albany	SANTIAM HWY	GOLDFISH FARM RD	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	
1465898	2012-04-25	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1465962	2012-04-27	Benton	Albany	N ALBANY RD	E THORNTON LAKE DR	INTER	S-1STOP	REAR	INJ	CLD	WET	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1465972	2012-04-28	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1466043	2012-01-14	Linn	Albany	SE SANTIAM RD	SE PINE ST	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DARK	CURB	OTHR-IMP	STRGHT	PSNGR CAR	
1466044	2012-01-15	Linn	Albany	PACIFIC BLVD	37TH AVE	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	
1466065	2012-01-20	Linn	Albany	GEARY ST	GRAND PRAIRIE RD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1466069	2012-01-21	Linn	Albany	ELLSWORTH ST		INTER	S-1STOP	REAR	PDO	CLD	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466077	2012-01-22	Linn	Albany	SE GEARY ST	9TH AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	CURB	CARELESS	STRGHT	PSNGR CAR	
1466100	2012-01-23	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466102	2012-01-24	Linn	Albany	SE SANTIAM RD	SE GEARY ST	INTER	ANGL-OTH	ANGL	INJ	CLD	WET	DAY	FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1466106	2012-01-24	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLD	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1466113	2012-01-25	Linn	Albany	ELM ST	13TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466118	2012-01-25	Linn	Albany	JEFFERSON RD		STRGHT	ALLEY	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1466138	2012-01-26	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1466143	2012-01-27	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1466145	2012-01-27	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLD	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466150	2012-01-27	Linn	Albany	LYON ST	2ND AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1466157	2012-01-27	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466159	2012-01-27	Linn	Albany	QUEEN AVE	JEFFERSON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466162	2012-01-27	Linn	Albany	PACIFIC BLVD	24TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1466224	2012-01-28	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466527	2012-01-28	Linn	Albany	SANTIAM HWY	W SB EF SANTIAM HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466531	2012-01-28	Linn	Albany	AIRPORT RD SE (FR)	PACIFIC BLVD	INTER	S-STRGHT	REAR	PDO	UNK	UNK	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1466553	2012-01-30	Linn	Albany	9TH AVE	SE GEARY ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1466572	2012-01-31	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466587	2012-02-01	Linn	Albany	LYON ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1466598	2012-02-03	Linn	Albany	ELM ST	24TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1466607	2012-02-03	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT		TOO-CLOS	STRGHT		

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1467570	2012-02-17	Linn	Albany	SE GEARY ST	9TH AVE	STRGHT	S-1STOP	REAR	INJ	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467577	2012-02-17	Linn	Albany	LIBERTY ST	QUEEN AVE	STRGHT	S-STRGHT	SS-O	PDO	CLD	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1467602	2012-02-17	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DUSK		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1467649	2012-02-19	Linn	Albany	20TH AVE	WASHINGTON ST	STRGHT	FIX OBJ	FIX	PDO	CLD	WET	DLIT	DITCH	RECKLESS	STRGHT	PSNGR CAR	
1467667	2012-02-21	Linn	Albany	FULTON ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1467670	2012-02-21	Linn	Albany	PACIFIC BLVD	34TH AVE	STRGHT	S-1STOP	REAR	PDO	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467718	2012-02-23	Linn	Albany	WAVERLY DR	36TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467722	2012-02-24	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1467775	2012-02-25	Linn	Albany	PACIFIC BLVD	KILLDEER RD	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467777	2012-02-26	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1467784	2012-02-26	Linn	Albany	SE SANTIAM RD	SE PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467809	2012-02-28	Linn	Albany	JACKSON ST	28TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	CURB	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1467850	2012-02-28	Linn	Albany	GEARY ST	WILLAMETTE AVE	ALLEY	FIX OBJ	FIX	PDO	UNK	UNK	DARK	TREE	OTHR-IMP	STRGHT	PSNGR CAR	
1467881	2012-02-29	Linn	Albany	ELLSWORTH ST	5TH AVE	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467883	2012-02-29	Linn	Albany	MADISON ST	7TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1467914	2012-03-01	Linn	Albany	20TH AVE	WASHINGTON ST	STRGHT	FIX OBJ	FIX	INJ	CLD	ICE	DAWN	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1467916	2012-03-01	Linn	Albany	GEARY ST	WILLAMETTE AVE	ALLEY	FIX OBJ	FIX	PDO	CLD	ICE	DAWN	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1467922	2012-03-01	Linn	Albany	ELLSWORTH ST	5TH AVE	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467926	2012-03-01	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1467936	2012-03-01	Linn	Tangent	ALBANY-JCT CITY HY	WB EX CORV-LEB HY	STRGHT	PRKD MV	REAR	INJ	FOG	ICE	DAWN	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1467943	2012-03-01	Linn	Albany	ALBANY-CORVALLIS HY	SCENIC DR	O-STRGHT	HEAD	INJ	CLD	ICE	DAY			TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1467946	2012-03-01	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	O-STRGHT	REAR	PDO	CLD	ICE	DAY		OTH ACDT	TOO-CLOS	STRGHT	OTH BUS	PSNGR CAR
1467947	2012-03-01	Tangent	Albany	ALBANY-JCT CITY HY	WB EX CORV-LEB HY	STRGHT	S-1STOP	REAR	PDO	CLD	ICE	DAY		OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR
1467948	2012-03-01	Linn	Albany	QUEEN AVE	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	ICE	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1467949	2012-03-01	Linn	Albany	1ST AVE	CLEVELAND ST	ALLEY	ANGL-OTH	BACK	PDO	CLR	SNO	DAWN		NO-YIELD	BACK	PSNGR CAR	PSNGR CAR
1468066	2012-07-21	Marion	Jefferson	CHURCH ST	2ND ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1468743	2012-03-03	Linn	Albany	9TH AVE	SE GEARY ST	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DLIT	CURB	FATIGUE	STRGHT	PSNGR CAR	
1468744	2012-03-03	Linn	Albany	9TH AVE	SE GEARY ST	STRGHT	OTH OBJ	OTH	PDO	RAIN	WET	DLIT	OTH ACDT	OTHER	STRGHT	PSNGR CAR	
1468749	2012-03-04	Linn	Albany	BETA DR	PACIFIC BLVD	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	CURB	CARELESS	STRGHT	PSNGR CAR	
1468751	2012-03-04	Linn	Albany	AIRPORT RD SE (FR)	KILLDEER RD	INTER	FIX OBJ	FIX	PDO	FOG	DRY	DLIT	DITCH	SPEED	TURN-R	PSNGR CAR	PSNGR CAR
1468917	2012-03-04	Linn	Albany	9TH AVE	OWEN ST	STRGHT	FIX OBJ	FIX	PDO	FOG	DRY	DUSK	BUG INTF	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1469024	2012-03-01	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	SNO	ICE	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1469030	2012-03-02	Linn	Albany	GEARY ST	16TH AVE	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469032	2012-03-02	Linn	Albany	DAVIDSON ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469034	2012-03-02	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	O-1TURN	TURN	PDO	CLD	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1469040	2012-03-02	Linn	Albany	WAVERLY DR	SOUTH SHORE DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469050	2012-03-02	Linn	Albany	SANTIAM HWY	SB EF SANTIAM HY	ALLEY	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469053	2012-03-05	Linn	Albany	ELLSWORTH ST	8TH AVE	ALLEY	S-1TURN	TURN	PDO	CLR	DRY	DUSK		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1469070	2012-03-07	Linn	Albany	ALBANY AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		IMP-LN C	STRGHT	PSNGR CAR	PSNGR CAR
1469150	2012-03-09	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT	BR RAIL	DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR
1469174	2012-03-12	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-STRGHT	SS-O	INJ	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1469225	2012-03-13	Linn	Albany	SE BURKHART ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLD	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1469245	2012-03-14	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469249	2012-03-14	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1469358	2012-03-15	Linn	Albany	SANTIAM HWY	N SB EX SANTIAM HY	INTER	S-1STOP	REAR	INJ	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469361	2012-03-15	Linn	Albany	ELK RUN DR	53RD AVE	INTER	ANGL-STP	TURN	INJ	CLR	DRY	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR
1469378	2012-03-19	Linn	Albany	MARION ST	25TH AVE	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1469379	2012-03-19	Linn	Albany	SANTIAM HWY	SHORTRIDGE ST	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1470012	2012-03-21	Linn	Albany	GEARY ST	31ST AVE	STRGHT	FIX OBJ	FIX	INJ	SNO	ICE	DARK	SNO BANK	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1470034	2012-03-22	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	CURVE	FIX OBJ	FIX	INJ	CLR	SNO	DAY	GARDRAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1470040	2012-03-22	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	CLD	SNO	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1470057	2012-03-23	Linn	Albany	CHICAGO ST	5TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1470061	2012-03-23	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	ALLEY	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1470089	2012-03-27	Linn	Albany	WAVERLY DR	14TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	WET	DLIT		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1470841	2012-03-29	Linn	Albany	COMMERCIAL WAY	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	UNK	UNK	UNK		NO-YIELD	UNK	PSNGR CAR	PSNGR CAR
1470954	2012-03-30	Linn	Albany	9TH AVE	ELLSWORTH ST	STRGHT	PRKD MV	SS-O	PDO	RAIN	WET	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1470962	2012-03-30	Linn	Albany	LOCHNER RD	BRIDGE	FIX OBJ	FIX	PDO	RAIN	WET	DAY		BR RAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1470973	2012-03-30	Linn	Albany	LOCHNER RD	BRIDGE	FIX OBJ	FIX	PDO	RAIN	WET	DAY		BR RAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1470995	2012-04-01	Linn	Albany	INTER	O-1TURN	TURN	INJ	RAIN	WET	DAY				NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1471019	2012-03-07	Linn	Albany	MONTGOMERY ST	1ST AVE	INTER	S-STRGHT	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471036	2012-03-31	Linn	Albany	INTER	S-1STOP	REAR	PDO	CLR	DRY	DUSK				INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1471044	2012-04-03	Linn	Albany	ELLSWORTH ST	5TH AVE	STRGHT	S-STRGHT	SS-O	INJ	RAIN	WET	DAY	HI WATER	TOO-FAST	STRGHT	PSNGR CAR	SEMI TOW
1471049	2012-04-03	Linn	Albany	CLAY ST	14TH AVE	ALLEY	ANGL-OTH	TURN	INJ	CLD	DRY	DAY	CURB	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1471053	2012-04-03	Linn	Albany	8TH AVE	MADISON ST	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1471080	2012-04-03	Linn	Albany	LYON ST	1ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471086	2012-03-13	Linn	Albany	QUEEN AVE	UMATILLA ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DARK	BUG INTF	OTHER-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1471094	2012-03-27	Linn	Albany	SOUTH SHORE DR	WAVERLY DR	INTER	ANGL-OTH	PARK	INJ	CLD	WET	DAY		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR
1471106	2012-04-02	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471115	2012-04-02	Linn	Albany	CALAPOOIA ST	5TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1471119	2012-04-02	Linn	Albany	GEARY ST	QUEEN AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1471135	2012-04-05	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	O-1TURN	TURN	PDO	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1471173	2012-04-06	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1471176	2012-04-06	Linn	Albany	9TH AVE	SE GEARY ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471182	2012-04-08	Linn	Albany	9TH AVE	SE GEARY ST	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	BARRIER	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1471194	2012-04-10	Linn	Albany	LIBERTY ST	QUEEN AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK	FRGN OBJ	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1471196	2012-04-10	Linn	Albany	LIBERTY ST	QUEEN AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1471315	2012-05-23	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471548	2012-06-03	Benton	Albany	HICKORY ST	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLD	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1471654	2012-04-10	Linn	Tangent	ALBANY-JCT CITY HY	WB EX CORV-LEB HY	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471665	2012-04-11	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471670	2012-04-11	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLE											

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1471872	2012-06-28	Benton	Albany	HICKORY ST	N ALBANY RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1471888	2012-06-30	Linn	Albany	PACIFIC BLVD	ELLSWORTH ST	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1472136	2012-07-27	Linn	Albany	GIBSON HILL RD	GRANDVIEW DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1472177	2012-08-01	Benton	Albany	GIBSON HILL RD	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1472422	2012-08-10	Benton	Albany	ALBANY-CORVALLIS HY	VIEW HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1472473	2012-06-04	Benton	Albany	GIBSON HILL RD	PEINY LN	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1472477	2012-04-26	Benton	Albany	FAIRWAY DR	SPRING HILL RD	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DAWN	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1472555	2012-08-17	Linn	Albany	FULTON ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1472621	2012-08-25	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	S-OTHER	TURN	PDO	CLR	DRY	DAY	IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1472624	2012-04-14	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1472638	2012-04-25	Linn	Albany	HILL ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1472641	2012-04-25	Linn	Albany	9TH AVE	LYON ST CONN	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1472669	2012-04-23	Linn	Albany	SE THREE LAKES RD	SE THREE LAKES RD	CURVE	FIX OBJ	FIX	INJ	CLR	DRY	DARK	DITCH	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1472674	2012-06-28	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	O-OTHER	BACK	INJ	CLR	DRY	DAY	OTHR IMP	BACK	PSNGR CAR	PSNGR CAR	
1472679	2012-04-19	Linn	Albany	LYON ST	1ST AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1472742	2012-04-28	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1472757	2012-04-27	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT	DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR	
1472761	2012-04-27	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLD	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	TRUCK	
1472771	2012-04-29	Linn	Tangent	LOONEY LN	OLD CORV-LEBANON HY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1473541	2012-09-15	Linn	Albany	GEARY ST	SALEM AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1473761	2012-04-29	Linn	Albany	PACIFIC BLVD	MAIN ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	CELL-POL	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1473763	2012-04-30	Linn	Albany	TAKEENA ST	QUEEN AVE	STRGHT	PRKD MV	SS-O	PDO	CLD	WET	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1473773	2012-04-08	Linn	Albany	QUEEN AVE	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1474022	2012-05-02	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1474154	2012-02-13	Linn	Albany	NE CLOVER RIDGE RD	NE CREEKSIDE DR	CURVE	FIX OBJ	FIX	PDO	CLD	WET	DLIT	CURB	SPEED	STRGHT	PSNGR CAR	PSNGR CAR
1474166	2012-02-22	Linn	Albany	SW CHAPMAN CT	SW BELMONT AVE	STRGHT	PRKD MV	REAR	PDO	RAIN	WET	DAY	OTHR IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1474178	2012-03-18	Linn	Albany	SE ELLINGSON RD	SE COLUMBUS ST	STRGHT	FIX OBJ	FIX	PDO	UNK	UNK	DARK	DITCH	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR
1474182	2012-03-25	Linn	Albany	SE 18TH AVE	SE CENTER ST	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	CURB	CARELESS	TURN-L	PSNGR CAR	PSNGR CAR
1474183	2012-04-29	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1474190	2012-05-03	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1474215	2012-05-07	Linn	Albany	KNOX BUTTE RD	NB EXTO KNOX B RD	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	CURB	OTHR IMP	TURN-R	PSNGR CAR	PSNGR CAR
1474217	2012-04-16	Linn	Albany	ALBANY-JCT CITY HY	AIRPORT RD	STRGHT	NON-COLL	OTH	PDO	CLR	DRY	DUSK	WHEELOFF	OTHER	STRGHT	PSNGR CAR	PSNGR CAR
1474246	2012-04-04	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1474250	2012-04-17	Linn	Albany	QUEEN AVE	SHERMAN ST	STRGHT	S-1STOP	REAR	PDO	CLD	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1474257	2012-05-09	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1474284	2012-05-11	Linn	Albany	SANTIAM HWY	CLAY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1474288	2012-05-10	Linn	Albany	CHICAGO ST	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1474298	2012-05-12	Linn	Albany	CHICAGO ST	34TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DARK	DITCH	CARELESS	TURN-L	PSNGR CAR	PSNGR CAR
1474313	2012-05-13	Linn	Albany	GEARY ST	GRAND PRAIRIE RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	CURB	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1474319	2012-05-14	Linn	Albany	SANTIAM HWY	CLAY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1474322	2012-05-14	Linn	Albany	ELLINGSON RD	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	ST LIGHT	CARELESS	STRGHT	TRUCK	PSNGR CAR
1474323	2012-05-14	Linn	Albany	HILL ST	18TH AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1474334	2012-05-15	Linn	Albany	KNOX BUTTE RD	HILL ST	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1474348	2012-04-29	Linn	Albany	9TH AVE	LYON ST CONN	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1474349	2012-05-16	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1474355	2012-05-16	Linn	Albany	KNOX BUTTE RD	KNOX BUTTE RD	GRADE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	POLE UTL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1474770	2012-09-09	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1475141	2012-09-28	Linn	Albany	PACIFIC BLVD	HICKORY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1475147	2012-05-17	Linn	Albany	JACKSON ST	9TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	SEMI TOW
1475151	2012-05-18	Linn	Albany	QUEEN AVE	JEFFERSON ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1475153	2012-05-18	Linn	Albany	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1475172	2012-08-18	Linn	Albany	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1475181	2012-05-19	Benton	Albany	N ALBANY RD	HICKORY ST	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1475190	2012-05-20	Linn	Albany	9TH AVE	SE GEARY ST	ALLEY	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1475200	2012-05-21	Linn	Albany	WATER AVE	SE HARRISON ST	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	RR ROW	SPEED	STRGHT	PSNGR CAR	PSNGR CAR
1475204	2012-05-21	Linn	Albany	JACKSON ST	34TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1475218	2012-05-22	Linn	Albany	PACIFIC BLVD	12TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1475229	2012-05-23	Linn	Albany	PACIFIC BLVD	12TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1475247	2012-05-25	Linn	Albany	PACIFIC BLVD	12TH AVE	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY	PHANTOM	OTHR IMP	STRGHT	PSNGR CAR	SEMI TOW
1475250	2012-05-25	Linn	Albany	PACIFIC BLVD	12TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1475260	2012-05-24	Linn	Albany	HILL ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	WET	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1475268	2012-05-26	Linn	Albany	HILL ST	QUEEN AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	OTHR IMP	STRGHT	PSNGR CAR	PSNGR CAR
1475269	2012-05-26	Linn	Albany	SE BURKHART ST	SANTIAM HWY	STRGHT	O-1STOP	BACK	PDO	CLR	DRY	DAY	INATTENT	BACK	PSNGR CAR	PSNGR CAR	
1475440	2012-10-03	Benton	Albany	GIBSON HILL RD	GIBSON HILL RD	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	TREE	STRGHT	PSNGR CAR	PSNGR CAR	
1475518	2012-09-10	Benton	Albany	W THORNTON LAKE DR	NW EDGEWOOD DR	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1475794	2012-10-21	Benton	Albany	NEBERGALL LP RD	SPRING HILL RD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1475847	2012-10-20	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1475901	2012-05-29	Linn	Albany	WAVERLY DR	34TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1475904	2012-05-29	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1475987	2012-10-31	Benton	Albany	ALBANY-CORVALLIS HY	RAINWATER LN	GRADE	S-1STOP	REAR	PDO	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1475995	2012-06-01	Linn	Albany	KNOX BUTTE RD	NB EXTO KNOX B RD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1476002	2012-06-01	Linn	Albany	SANTIAM HWY	SPIECER RD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1476004	2012-06-31	Benton	Albany	ALBANY-CORVALLIS HY	ALBANY-CORVALLIS HY	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1476010	2012-06-04	Linn	Albany	SE PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1476044	2012-06-05	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1476050	2012-06-05	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	TOO-CLOS	STRGHT	BOBTAIL	PSNGR CAR	PSNGR CAR
1476064	2012-06-05	Linn	Albany	PACIFIC BLVD	HILL ST	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	LOAD SHIFT	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1476076	2012-06-06	Linn	Tangent	ALBANY-JCT CITY HY	BIRDFOOT DR	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	GARRDRAIL	IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR
1476081	2012-06-07	Linn	Albany	MADISON ST	24TH AVE	STRGHT	PRKD MV	SS-M	INJ	CLR	DRY	DLIT	CELL-POL	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1476087	2012-06-07	Linn	Albany	CREEK BEND RD A	SHERMAN ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1476100	2012-06-07	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1476306	2012-10-07	Linn	Albany	PACIFIC													

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1476877	2012-06-19	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	INATTENT	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1476891	2012-06-21	Linn		SE THREE LAKES RD		CURVE	O-STRGHT	SS-M	INJ	CLR	DRY	DAY	OTHR-IMP	OTHR-IMP	STRGHT	MTRCYCLE	PSNGR CAR
1476896	2012-06-21	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1476931	2012-06-16	Linn	Millersburg	KNOX BUTTE AVE	OLD SALEM RD	INTER	PED	PED	INJ	CLR	DRY	DAY	CARELESS	CARELESS	TURN-L	PSNGR CAR	
1477039	2012-10-13	Marion	Jefferson	HARRIS LN SE	JEFFERSON SOCIO RD S	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	DITCH	TOO-FAST	TURN-R	PSNGR CAR	
1477383	2012-06-24	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY					SEMI TOW
1477398	2012-06-25	Linn				STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DAY	DITCH	OTHR-IMP	STRGHT	PSNGR CAR	
1477403	2012-10-17	Marion	Jefferson	MAIN ST	JEFFERSON HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1477405	2012-06-25	Linn	Albany	SE SANTIAM RD	SE PINE ST	STRGHT	O-1STOP	BACK	PDO	CLR	DRY	DAY	INATTENT	INATTENT	BACK	PSNGR CAR	PSNGR CAR
1477438	2012-06-26	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1477502	2012-06-28	Linn	Albany	PACIFIC BLVD	18TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	CARELESS	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1477514	2012-06-30	Linn				STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1477520	2012-06-30	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	BKKE	TURN	INJ	RAIN	WET	DAY	IN RDWY	TURN-R	PSNGR CAR		
1477521	2012-06-30	Linn	Albany	FERRY ST	12TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1477523	2012-06-30	Linn	Albany	9TH AVE	SE GEARY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1477528	2012-06-30	Linn				STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1477539	2012-07-02	Linn	Albany	PACIFIC BLVD	ALLEN LN	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
147821	2012-07-02	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1478549	2012-07-06	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1478578	2012-07-07	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1478582	2012-07-07	Linn	Albany	LOCKNER RD	MARION ST	INTER	S-OTHER	TURN	PDO	UNK	UNK	DAY	IMP-OVER	TURN-R	PSNGR CAR		PSNGR CAR
1478585	2012-07-07	Linn				STRGHT	OVERTURN	OTH	INJ	CLR	DRY	DAY	TOO-FAST	STRGHT	PSNGR CAR		
1478586	2012-06-23	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479034	2012-07-08	Linn	Albany	WAVERLY DR	18TH AVE	STRGHT	S-1TURN	TURN	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479061	2012-07-09	Linn	Albany	ELLSWORTH ST	6TH AVE	INTER	S-1STOP	REAR	PDO	UNK	UNK	DAY	INATTENT	STRGHT	PSNGR CAR		PSNGR CAR
1479067	2012-07-09	Linn	Albany	ELM ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR		PSNGR CAR
1479076	2012-07-09	Linn	Albany	BRYANT WAY	3RD AVE	CURVE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	CARELESS	STRGHT	PSNGR CAR	
1479097	2012-07-10	Linn	Albany	GEARY ST	SALEM AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479123	2012-07-11	Linn	Albany	ERMINI ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1479127	2012-07-11	Linn	Albany	GEARY ST	SALEM AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR		PSNGR CAR
1479130	2012-07-11	Linn	Albany	PACIFIC BLVD	KILLDEER RD	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DLIT					MTRCYCLE
1479133	2012-07-11	Linn	Albany	SE GEARY ST	9TH AVE	INTER	BKKE	TURN	INJ	CLR	DRY	DAY	NO-YIELD	TURN-R	PSNGR CAR		
1479135	2012-07-13	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	MTRCYCLE	PSNGR CAR
1479575	2012-08-12	Linn		OLD SALEM RD		ALLEY	ANGL-OTH	TURN	FAT	CLR	DRY	DLIT					SEMI TOW
1479624	2012-07-13	Linn	Albany	PACIFIC BLVD		STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479653	2012-07-15	Linn	Albany	SANTIAM HWY	W SB EF SANTIM HY	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR		PSNGR CAR
1479655	2012-06-12	Linn	Albany	34TH AVE	HILL ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479661	2012-07-15	Linn		GRAND PRAIRIE DR		INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1479669	2012-07-15	Linn	Albany	TANGENT DR C		INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	IMP-TURN	TURN-R	PSNGR CAR		PSNGR CAR
1479686	2012-07-15	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479739	2012-07-16	Linn	Albany	PACIFIC BLVD	S3RD AVE	ALLEY	S-STRGHT	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479753	2012-06-02	Linn	Albany	1ST AVE	BROADALBIN ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY	N-MTR	TOO-FAST	STRGHT	MTRCYCLE	
1479755	2012-06-30	Linn	Albany	9TH AVE	EB ALBANY-CORVLS HY	GRADE	S-1STOP	REAR	PDO	RAIN	WET	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479756	2012-07-03	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLD	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1479761	2012-07-17	Linn	Albany	9TH AVE	SE GEARY ST	TRANS	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR		PSNGR CAR
1479762	2012-07-18	Linn		ELLINGSON RD		INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1479764	2012-07-18	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1480281	2012-07-19	Linn	Millersburg	OLD SALEM RD	KATHRYN ST	ALLEY	S-1TURN	TURN	PDO	CLR	DRY	DAY	CURB	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480290	2012-07-20	Linn	Albany	PRICE RD	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480308	2012-07-21	Linn	Albany	CLAY ST	QUEEN AVE	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	POLE UTIL	OTHR-IMP	STRGHT	PSNGR CAR	
1480328	2012-08-21	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	FORCED	DIS-RAG	U-TURN	PSNGR CAR	PSNGR CAR
1480356	2012-07-21	Linn	Albany	PINE LN	24TH AVE	ALLEY	ANGL-OTH	BACK	PDO	CLR	DRY	DAY	NO-YIELD	BACK	PSNGR CAR		PSNGR CAR
1480385	2012-07-23	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480411	2012-07-23	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480439	2012-07-23	Linn				STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	TOO-CLOS	STRGHT	PSNGR CAR	
1480440	2012-07-24	Linn	Albany	SANTIAM HWY	SB EX SANTIAM HY	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY					PSNGR CAR
1480441	2012-07-24	Linn	Albany	HILL ST	9TH AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1480447	2012-07-24	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480460	2012-07-24	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	TOO-CLOS	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480468	2012-07-25	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480473	2012-07-25	Linn		ELLINGSON RD		STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	DITCH	CARELESS	STRGHT	PSNGR CAR	
1480730	2012-07-27	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480747	2012-07-29	Linn				INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	NO-YIELD	STRGHT	PSNGR CAR		PSNGR CAR
1480769	2012-07-30	Linn	Albany	QUEEN AVE	SHERMAN ST	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	N-MTR	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1480770	2012-07-25	Linn	Albany	ELM ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480778	2012-07-31	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR		PSNGR CAR
1480788	2012-07-31	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	INATTENT	STRGHT	PSNGR CAR		PSNGR CAR
1480789	2012-07-31	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY	DIS-RAG	STRGHT	PSNGR CAR		PSNGR CAR
1480792	2012-08-01	Linn	Albany	WAVERLY DR	21ST AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1480794	2012-08-01	Linn	Albany	LYON ST	1ST AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480799	2012-08-02	Linn	Albany	PACIFIC BLVD	WB EX ELLSWORTH	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480803	2012-08-02	Linn	Albany	SE SANTIAM RD	SE MAIN ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	OTHR-IMP	TURN-R	PSNGR CAR		PSNGR CAR
1480807	2012-08-02	Linn	Albany	OLD FISH FARM RD	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	RACNG	TURN-L	PSNGR CAR		PSNGR CAR
1480814	2012-08-03	Linn	Albany	9TH AVE	HILL ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1480839	2012-08-03	Linn	Albany	QUEEN AVE	POWELL WAY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1480866	2012-08-05	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1480871	2012-08-05	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1481116	2012-08-07	Linn				STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1481127	2012-08-07	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1481156	2012-08-06	Linn	Albany	PACIFIC BLVD	ALBANY AVE	TRANS	S-1TURN	REAR	INJ	CLR	DRY	DAY	IMP LN C	STRGHT	PSNGR CAR		PSNGR CAR
1481161	2012-08-08	Linn	Albany	CALAPOOIA ST	5TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1481164	2012-08-09	Linn	Tangent	ALBANY-JCT CITY HY	TANGENT DR	STRGHT	S-STRGHT	REAR	INJ	CLR							

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1482018	2012-09-04	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1482025	2012-09-04	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	TIREFAIL	OTHR-IMP	STRGHT	PSNGR CAR		
1482040	2012-09-06	Linn	Albany	SHERMAN ST	9TH AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1482061	2012-09-06	Linn	Albany	SANTIAM HWY	DAVIDSON ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	SCHL BUS	
1482062	2012-09-06	Linn	Albany	MARRION ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1482067	2012-09-08	Linn	Albany	9TH AVE	SHERMAN ST	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY		FATIGUE	STRGHT	PSNGR CAR		
1482075	2012-09-07	Benton	Albany	SCENIC DR	ALBANY-CORVALLIS HY	CURVE	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1482084	2012-09-09	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1482091	2012-09-03	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-STRGHT	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1482140	2012-09-14	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1482172	2012-09-17	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1482179	2012-09-17	Linn	Albany	MADISON ST	PACIFIC BLVD	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	CURB	FATIGUE	STRGHT	PSNGR CAR		
1482185	2012-09-16	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1482730	2012-06-28	Linn	Marietta	OLD SALEM RD	NE LAUREN AVE	STRGHT	O-STRGHT	HEAD	PDO	CLR	DRY	DAY		LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR	
1482735	2012-06-31	Linn	Albany	NE CASTING ST	NE COWBOY AVE	INTER	PRKD MV	BACK	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1483175	2012-09-19	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483182	2012-09-21	Linn	Albany	SANTIAM HWY	CHESTNUT ST	STRGHT	FIX OBJ	FIX	INJ	CLD	DRY	DLIT	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1483190	2012-09-21	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	STRGHT	PRKD MV	REAR	PDO	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1483201	2012-09-24	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483203	2012-09-24	Linn	Albany	SANTIAM HWY	CLAY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483205	2012-09-24	Linn	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	NON-COLL	NCOL	PDO	CLR	DRY	DAY		OBJ FV MV	OTHER	STRGHT	PSNGR CAR	
1483210	2012-09-25	Benton	Albany	PACIFIC BLVD	BELMONT AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483215	2012-09-26	Linn	Albany	PACIFIC BLVD	BELMONT AVE	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483227	2012-09-26	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1483232	2012-09-26	Linn	Albany	SB EXTO AIRPORT RD	PACIFIC HY 15	GRADE	OVERTURN	OTH	INJ	CLR	DRY	DAY	SUB OTRN	TOO-FAST	TURN-R	MTRCYCLE		
1483239	2012-09-26	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483246	2012-09-28	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1483272	2012-09-29	Linn	Albany	SANTIAM HWY	SB EX SANTIAM HY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483280	2012-09-30	Linn	Albany	SE GEARY ST	EB SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1483288	2012-09-30	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1483308	2012-10-17	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483343	2012-10-19	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483347	2012-10-19	Linn	Albany	NB EF SANTIAM HY	PACIFIC HY 15	CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DARK		RECKLESS	STRGHT	PSNGR CAR		
1483654	2012-10-20	Linn	Albany	LYON ST	1ST AVE	INTER	PED	PED	INJ	CLD	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR		
1483657	2012-10-20	Linn	Albany	PACIFIC BLVD	19TH AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483667	2012-10-22	Linn	Albany	OLD SALEM RD	SE PACIFIC BLVD	CURVE	FIX OBJ	FIX	INJ	CLD	WET	DAY	CURB	RECKLESS	STRGHT	PSNGR CAR		
1483691	2012-10-22	Linn	Albany	SE PACIFIC RD	SE GEARY ST	ALLEY	S-1TURN	TURN	INJ	RAIN	WET	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1483709	2012-10-20	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483721	2012-10-26	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483742	2012-10-26	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-STRGHT	REAR	INJ	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483744	2012-10-27	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLD	WET	DLIT		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1483758	2012-10-28	Linn	Albany	ERMINA ST	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLD	WET	DLIT	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483762	2012-10-19	Linn	Albany	PACIFIC BLVD	37TH AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1483768	2012-10-28	Linn	Albany	PACIFIC BLVD	WAVERLY DR	CURVE	S-1STOP	REAR	INJ	CLD	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1483771	2012-10-29	Linn	Albany	PACIFIC BLVD	WAVERLY DR	CURVE	S-1STOP	REAR	INJ	CLD	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1483775	2012-10-30	Linn	Albany	PACIFIC BLVD	MADISON ST	BURVE	O-STRGHT	HEAD	INJ	CLR	DRY	DAY		LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR	
1483801	2012-10-31	Linn	Albany	EB ALBANY-CORVLS HY	EB EXTO LYON ST	CURVE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	TURN-L	PSNGR CAR	PSNGR CAR	
1483803	2012-10-31	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1483807	2012-10-31	Linn	Albany	WB ALBANY-CORVLS HY	EB EXTO LYON ST	STRGHT	S-1STOP	REAR	INJ	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484454	2012-12-25	Linn	Albany	LYON ST	2ND AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DARK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484492	2012-10-04	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	SEMI TOW	PSNGR CAR	
1484496	2012-10-05	Linn	Albany	AIRPORT RD	ALBANY-JCT CITY HY	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1484502	2012-10-05	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DUSK		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1484505	2012-10-05	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1484510	2012-10-06	Linn	Albany	SANTIAM HWY	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484513	2012-10-06	Linn	Albany	SANTIAM HWY	S NB EX SANTIAM HY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484534	2012-10-08	Linn	Albany	9TH AVE	MADISON ST	STRGHT	BKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR		
1484538	2012-10-08	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484540	2012-10-08	Linn	Albany	PACIFIC BLVD	KILLDEER RD	ALLEY	ANGL-STP	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1484546	2012-10-09	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	GRADE	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	SUB OTRN	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1484551	2012-10-07	Linn	Albany	PACIFIC HY 15	NB EX SANTIAM HY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1484553	2012-10-07	Linn	Albany	PACIFIC HY 15	NB EF SANTIAM HY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484559	2012-10-07	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484983	2012-10-07	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484984	2012-10-10	Linn	Albany	EB ALBANY-CORVLS HY	PACIFIC BLVD	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484912	2012-08-04	Linn	Albany	SE 34TH AVE	SE DAVIDSON ST	STRGHT	PRKD MV	HEAD	PDO	CLR	DRY	DAY	PET	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1484916	2012-08-25	Linn	Tangent	EAGLE RD NE	OLD CORV-LEBANON HY NE	TUNNEL	FIX OBJ	FIX	PDO	CLR	DRY	DARK	CURB	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1484929	2012-10-11	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1484935	2012-10-11	Linn	Tangent	WB EX CORV-LEB HY	CORV-LEBANON HY	GRADE	OVERTURN	OTH	INJ	CLD	DRY	DARK	SUPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1484939	2012-10-11	Linn	Albany	BURKHART ST	PACIFIC BLVD	ALLEY	O-OTHER	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1484971	2012-10-11	Benton	Albany	ALBANY-CORVALLIS HY	WB ALBANY-CORVALLIS HY	BRIDGE	FIX OBJ	FIX										

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1485359	2012-11-18	Linn				STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK	OTH ACDT	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485386	2012-11-18	Linn	Albany	LYON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1485423	2012-11-19	Linn	Tangent	ALBANY-JCT CITY HY	CORVLEBANON HY	INTER	ANGL-OTH	TURN	PDO	FOG	WET	DUSK		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1485425	2012-11-19	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1485438	2012-11-21	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485447	2012-11-21	Linn				STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485464	2012-11-28	Benton	Albany	ALBANY-CORVALLIS HY	JUNIPER LN	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DUSK	DITCH	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1485495	2012-11-21	Linn	Albany	PACIFIC HWY 15	SB ALBANY-JCT CITY HY	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485509	2012-11-21	Linn	Albany	ELLSWORTH ST	3RD AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1485548	2012-11-16	Linn	Albany	CALAPOOIA ST	PACIFIC BLVD	INTER	PEDE	PEDE	INJ	CLR	DRY	DLIT		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1485644	2012-12-25	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485653	2012-11-25	Linn				STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485724	2012-11-28	Linn	Albany	9TH AVE	OKA ST	INTER	ALLEY	TURN	INJ	CLD	WET	DAY		IN RDWY	TURN-L	PSNGR CAR	PSNGR CAR	
1485731	2012-12-03	Linn	Albany	DAVIDSON RD SE (FR)	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485732	2012-11-30	Linn	Albany	PACIFIC HWY 15	SB EF SANTIAM HWY	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DLIT	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485733	2012-11-30	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	CLD	WET	DAWN		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1485955	2012-12-18	Benton	Albany	N ALBANY RD	JONES AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1485981	2012-11-30	Benton	Albany	N ALBANY RD	QUARRY RD	STRGHT	S-1STOP	REAR	PDO	CLR	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486087	2012-12-21	Linn	Albany	CLAY ST	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	PDO	UNK	UNK	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1486222	2012-12-01	Linn				STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DARK	SLIPPERY	SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1486623	2012-12-01	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486639	2012-12-02	Linn				INTER	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	CURB	OTHR-IMP	STRGHT	SEMI TOW	PSNGR CAR	
1486647	2012-12-02	Linn				INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1486654	2012-12-03	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	STRGHT	S-1STOP	SS-O	PDO	RAIN	WET	DLIT		OTHR-IMP	STRGHT	SEMI TOW	PSNGR CAR	
1486657	2012-12-03	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486662	2012-12-04	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1486671	2012-12-04	Linn	Albany	PACIFIC BLVD	53RD AVE	ALLEY	S-1TURN	TURN	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486708	2012-12-03	Linn	Albany	FERRY ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1486714	2012-12-05	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1486719	2012-12-05	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-STRGHT	SS-O	PDO	CLR	WET	DUSK	DETACH TRL	IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR	
1486724	2012-12-06	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS	
1486730	2012-12-12	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486733	2012-12-12	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486776	2012-12-14	Linn	Albany	ELLSWORTH ST	9TH AVE	STRGHT	PRKD MV	REAR	PDO	UNK	UNK	DUSK		OTHR-IMP	PARKNG	PSNGR CAR	PSNGR CAR	
1486781	2012-12-15	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1486842	2012-12-17	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1486877	2012-12-17	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	PEDE	PEDE	INJ	CLD	WET	DUSK		SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1486902	2012-12-19	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLD	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1486908	2012-12-19	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	INTER	S-1TURN	TURN	PDO	UNK	UNK	DAY		CARELESS	TURN-R	PSNGR CAR	PSNGR CAR	
1486914	2012-12-21	Linn	Albany	9TH AVE	OKA ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1486927	2012-12-23	Linn	Albany	SANTIAM HWY	GOLDFISH FARM RD	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1487137	2012-12-22	Linn	Albany	SALEM AVE	WAVERLY DR	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT	FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1487143	2012-12-26	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1487148	2012-12-25	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DUSK		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1487167	2012-12-29	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1487182	2012-12-28	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1487183	2012-12-31	Linn	Albany	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1487203	2012-12-27	Linn	Albany	SE SANTIAM RD	SE CHICAGO ST	STRGHT	PRKD MV	REAR	PDO	CLR	WET	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1487208	2012-12-16	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	FIX OBJ	FIX	PDO	CLR	WET	DLIT	CURB	RECKLESS	TURN-R	PSNGR CAR	PSNGR CAR	
1487800	2012-08-14	Linn	Albany	GRAND PRAIRIE DR	WAVERLY DR	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1487803	2012-08-11	Linn	Albany	SE CANAL AVE	SE HILL ST	STRGHT	PRKD MV	HEAD	PDO	CLR	DRY	DAY	PHANTOM	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1487805	2012-08-15	Linn	Albany	HILL ST	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1487810	2012-08-16	Linn	Albany	GEARY ST	12TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1487820	2012-08-16	Linn	Albany	CLAY ST	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1487835	2012-08-17	Linn	Albany	GEARY ST	SALEM AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1487837	2012-08-18	Linn	Albany	GEARY ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1487866	2012-08-27	Benton	Albany	SPRING HILL RD	ALBANY-CORVALLIS HY	INTER	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1487880	2012-08-30	Linn	Albany	ELLINGSON RD	CURVE	FIX OBJ	FIX	FIX	PDO	CLR	DRY	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1487883	2012-09-02	Linn	Albany	GEARY ST	12TH AVE	STRGHT	BIKE	ANGL	INJ	CLR	DRY	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1487898	2012-09-04	Linn	Albany	WAVERLY DR	16TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1487909	2012-09-08	Linn	Albany	GRAND PRAIRIE DR		INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1487915	2012-09-07	Linn	Albany	COLUMBUS ST	MORAGA AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1488355	2012-09-13	Linn	Albany	SHERMAN ST	7TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1488357	2012-09-17	Linn	Albany	DAVIDSON ST	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1488360	2012-09-17	Linn	Albany	GEARY ST	GEARY PL	STRGHT	S-1TURN	TURN	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1488390	2012-08-25	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DLIT		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1488396	2012-08-23	Linn	Albany	MARION ST	QUEEN AVE	INTER	PEDE	PEDE	INJ	CLR	DRY	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1488400	2012-02-28	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	PEDE	PEDE	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1488452	2012-09-18	Linn	Albany	MAPLE ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1488465	2012-09-20	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1488471	2012-09-10	Linn	Albany	ELLINGSON RD	CURVE	FIX OBJ	FIX	FIX	INJ	RAIN	WET	DAY	DITCH	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1488514	2012-09-21	Linn	Albany	BROADALBIN ST	2ND AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1488517	2012-07-31	Linn	Albany	WAVERLY DR	14TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1488877	2012-11-14	Linn	Albany	KNOX BUTTE RD	GOLDFISH FARM RD	STRGHT	O-STRGHT	HEAD	FAT	CLD	WET	DARK		LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR	
1489684	2012-09-23	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS	
1489693	2012-09-24	Linn	Albany	HILL ST	QUEEN AVE	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1489697	2012-09-24	Linn	Albany	FERRY ST	QUEEN AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1489715	2012-09-25	Linn	Albany	QUEEN AVE	POWELL WAY	INTER	BIKE	TURN	INJ	CLR	DRY	DAWN	N-MTR	NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1489732	2012-09-25	Linn	Albany	JACKSON ST	QUEEN AVE	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1489735	2012-09-26	Linn	Albany	DAVIDSON ST	SALEM AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1489749	2012-09-26	Linn	Albany	FERRY ST	12TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	FELJUMP	TOO-CLOS				

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1490614	2012-10-16	Linn	Albany	JEFFERSON ST	13TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1490616	2012-10-16	Linn	Albany	GEARY ST	39TH AVE	INTER	PRKD MV	REAR	PDO	CLD	WET	DAY	SLIPPERY	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1490618	2012-10-16	Linn	Albany	16TH AVE		INTER	PRKD MV	REAR	INJ	CLR	DRY	DLIT		INATTENT	TURN-R	PSNGR CAR	PSNGR CAR	
1490634	2012-10-17	Linn	Albany	LAFAYETTE ST	1ST AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	BR GIRDR	OTHR-IMP	STRGHT	SEMI TOW		
1490640	2012-10-17	Linn	Albany	JACKSON ST	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1490651	2012-10-19	Linn	Albany	GRAND PRAIRIE DR		INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DARK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1490653	2012-10-19	Linn	Albany	KNOX BUTTE RD	TIMBER ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1490745	2012-11-23	Linn	Albany	SHERMAN ST	9TH AVE	INTER	S-1TURN	TURN	INJ	CLD	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1490794	2012-10-22	Linn	Albany	WAVERLY DR	22ND AVE	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1490819	2012-10-25	Linn	Albany	WAVERLY DR	22ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1490822	2012-10-25	Linn	Albany	BELMONT AVE	PACIFIC BLVD	STRGHT	NON-COLL	OTH	PDO	CLR	DRY	DAY	TEMP SGN	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1490824	2012-10-27	Linn	Albany	16TH AVE	BURKHART ST	STRGHT	PED	PED	INJ	CLD	WET	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR	
1490851	2012-10-28	Linn	Albany	CLAY ST	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1490863	2012-10-28	Linn	Albany	WALTON RD		INTER	CURVE	FIX	INJ	RAIN	WET	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1490884	2012-10-23	Linn	Albany	ALLEN LN	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1490905	2012-11-01	Linn	Albany	GEARY ST	14TH AVE	ALLEY	O-1TURN	TURN	PDO	CLD	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1490907	2012-10-18	Linn	Albany	SALEM AVE	ALBANY AVE	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DLIT	CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1490913	2012-11-02	Linn	Albany	GEARY ST	QUEEN AVE	INTER	FIX OBJ	FIX	PDO	RAIN	WET	DAY		TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1490914	2012-11-02	Linn	Albany	MARION ST	LOCKNER RD	STRGHT	FIX OBJ	FIX	PDO	CLD	WET	DAY	RR ROW	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1490919	2012-11-03	Linn	Albany	JEFFERSON ST	13TH AVE	INTER	FIX OBJ	FIX	PDO	CLD	WET	DLIT	PET	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1492449	2012-10-12	Linn	Albany	SE CHARTWELL ST	SE MORAGA AVE	INTER	PRKD MV	REAR	INJ	RAIN	WET	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1492466	2012-10-28	Linn	Albany	SW FALCON ST	5W 53RD AVE	STRGHT	PRKD MV	REAR	PDO	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1492484	2012-10-16	Linn	Albany	SCOTIE ST	QUEEN AVE	STRGHT	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1492494	2012-11-04	Linn	Albany	MAPLE ST	DREW AVE	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1492538	2012-11-05	Linn	Albany	16TH AVE	CRITTENDON ST	ALLEY	PRKD MV	BACK	PDO	UNK	UNK	DLIT	BLDG HID	OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1492547	2012-11-08	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	PED	PED	INJ	RAIN	WET	DUSK		IN RDWY	TURN-L	PSNGR CAR	PSNGR CAR	
1492604	2012-11-11	Linn	Albany	OAKWOOD AVE	BAIN ST	ALLEY	ANGL-OTH	BACK	PDO	CLD	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1492608	2012-11-12	Linn	Albany	WASHINGTON ST	6TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1492611	2012-11-12	Linn	Albany	QUEEN AVE	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1492616	2012-11-12	Linn	Albany	QUEEN AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DUSK	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1492622	2012-11-12	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1492629	2012-11-13	Linn	Albany	CLAY ST	SANTIAM HWY	ALLEY	ANGL-OTH	TURN	INJ	CLD	WET	DUSK		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1492637	2012-11-13	Linn	Albany	WAVERLY DR	14TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1492732	2012-11-19	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1492748	2012-11-19	Linn	Albany	MADISON ST	7TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DLIT		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1492761	2012-11-20	Benton	Albany	QUARRY RD	SPRING HILL RD	INTER	S-1STOP	REAR	PDO	CLD	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1492770	2012-11-20	Linn	Albany	THURSTON ST	19TH AVE	ALLEY	ANGL-OTH	BACK	PDO	CLD	WET	DAY		NO-YIELD	BACK	PSNGR CAR	PSNGR CAR	
1492814	2012-11-19	Linn	Albany	JACKSON ST	QUEEN AVE	GRADE	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1492819	2012-11-23	Benton	Albany	SPRING HILL RD	BENTON PL	GRADE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1492847	2012-11-23	Linn	Albany	COLUMBUS ST	MORAGA AVE	INTER	ANGL-STP	TURN	PDO	RAIN	WET	DLIT		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR	
1492858	2012-12-24	Linn	Albany	WAVERLY DR	44TH AVE	INTER	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DAWN	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR
1492883	2012-11-26	Linn	Albany	FERRY ST	5TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		PAS-STOP	STRGHT	PSNGR CAR	OTH BUS	
1492887	2012-11-26	Linn	Albany	QUEEN AVE	GEARY ST	ALLEY	S-1STOP	SS-O	PDO	CLD	WET	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1492892	2012-11-26	Linn	Albany	LOCKNER RD	MARION ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	DITCH	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1492911	2012-11-29	Linn	Albany	QUEEN AVE	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1492919	2012-12-01	Linn	Albany	FULTON ST	SALEM AVE	INTER	FIX OBJ	FIX	INJ	RAIN	WET	DARK	CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1492971	2012-12-03	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DLIT	BUG INTF	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1492976	2012-12-04	Linn	Albany	HILL ST	7TH AVE	INTER	PED	PED	INJ	RAIN	WET	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1492989	2012-12-08	Linn	Millersburg	NYGREN RD	OLD SALEM RD	INTER	CURVE	FIX OBJ	FIX	PDO	CLD	WET	DAY	DITCH	OTHER	STRGHT	PSNGR CAR	PSNGR CAR
1493007	2012-12-08	Linn	Albany	PRICE RD		INTER	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DARK	CURB	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1493057	2012-12-10	Linn	Albany	GRAND PRAIRIE DR		INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1493093	2012-12-12	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLD	WET	DLIT		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1493108	2012-12-12	Linn	Albany	THURSTON ST	13TH AVE	INTER	ANGL-OTH	ANGL	PDO	UNK	UNK	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1493118	2012-12-13	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	O-1STOP	BACK	PDO	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1493120	2012-12-13	Linn	Albany	GEARY ST	15TH AVE	INTER	O-1TURN	TURN	PDO	CLD	WET	DARK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1493174	2012-12-18	Linn	Albany	WAVERLY DR	14TH AVE	STRGHT	PED	PED	INJ	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1493189	2012-12-19	Linn	Albany	WASHINGTON ST	1ST AVE	STRGHT	S-STRGHT	SS-O	PDO	RAIN	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1493192	2012-12-20	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	REAR	INJ	CLD	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1493225	2012-12-21	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1493233	2012-12-21	Linn	Albany	WAVERLY DR	14TH AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1493244	2012-12-22	Linn	Albany	GEARY ST	14TH AVE	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1493258	2012-12-22	Linn	Albany	SE THREE LAKES RD		CURVE	O-STRGHT	SS-M	INJ	RAIN	WET	DARK		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1493298	2012-12-18	Linn	Albany	ALBANY AVE		UNK	S-1STOP	REAR	PDO	UNK	UNK	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1493303	2012-12-23	Linn	Albany	WAVERLY DR	22ND AVE	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DARK	ISLAND	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1493322	2012-12-24	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1493326	2012-12-25	Linn	Albany	WAVERLY DR	22ND AVE	INTER	FIX OBJ	FIX	INJ	RAIN	WET	DARK	ISLAND	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1493342	2012-12-28	Linn	Albany	14TH AVE	GEARY ST	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1493356	2012-12-28	Linn	Albany	BAIN ST	SANTIAM HWY	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DLIT	V DOOR OPN	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1493373	2012-12-30	Linn	Albany	ELM ST	QUEEN AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR	
1493384	2012-12-31	Linn	Albany	MAIN ST	2ND AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1493390	2012-12-31	Linn	Albany	14TH AVE	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1496568	2012-11-04	Linn	Albany	SE MEADOWLARK CT	SE AZALEA AVE	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	FENC/BLD	OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1488130	2013-01-26	Marion	Jefferson	NORTH AVE	3RD ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1503373	2013-05-08	Marion	Jefferson	NORTH AVE	3RD ST	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1504723	2013-05-20	Marion	Jefferson	2ND ST	UNIVERSITY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1505025	2013-01-01	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1505029	2013-01-01	Linn	Albany	WATER AVE	BROADALBIN ST	STRGHT	FIX OBJ	FIX	INJ	CLD	DRY	DLIT	BR COLMN	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1505047	2013-01-02	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1505094	2013-01-03	Linn	Albany	HILL ST	20TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT	PET	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1505115	2013-01-04	Linn	Albany	QUEEN AVE	20TH AVE	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1505138	2013-01-04	Linn	Albany	SE OF SANTIAM HWY	PACIFIC HWY I-5	GRADE	FIX OBJ	FIX	PDO	CLR</								

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type		
1505472	2013-01-21	Linn				STRGHT	FIX OBJ	FIX	INJ	FOG	ICE	DARK	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR			
1505473	2013-01-21	Linn				STRGHT	FIX OBJ	FIX	PDO	FOG	ICE	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR			
1505493	2013-01-21	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HWY	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR			
1505496	2013-01-21	Linn	Albany	PACIFIC HY I-5	SB EXTO AIRPORT RD	STRGHT	FIX OBJ	FIX	PDO	FOG	ICE	DARK	GARDRAIL	TOO-FAST	STRGHT	PSNGR CAR	SEMI TOW		
1505508	2013-01-22	Linn				INTER	ANGL-OTH	TURN	INJ	FOG	ICE	DAY	SLIPPERY	NO-YIELD	TURN-R	PSNGR CAR	SEMI TOW		
1505521	2013-01-23	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	REAR	PDO	CLR	DRY	DAY	DAY	PED INV	TOO-CLOS	STRGHT	PSNGR CAR			
1505539	2013-01-25	Linn	Albany	JACKSON ST	QUEEN AVE	STRGHT	PRKO MV	SS-O	PDO	CLD	WET	DLIT			OTHR-IMP	PARKNG	PSNGR CAR	PSNGR CAR	
1505569	2013-01-25	Linn	Albany	PACIFIC BLVD	ALBANY AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DLIT			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1505574	2013-01-24	Linn	Albany	MAIN ST	PACIFIC BLVD	INTER	O-1STOP	BACK	PDO	CLD	DRY	DAY			OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1505579	2013-01-26	Linn	Albany	SANTIAM HWY	SE BURKHART ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1505583	2013-01-26	Linn	Albany	PACIFIC BLVD	BURKHART ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DLIT			RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1505586	2013-01-27	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1505597	2013-02-22	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	UNK	UNK	DUSK			IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1506046	2013-01-28	Linn	Albany	WAVELY DR	44TH AVE	STRGHT	S-STRGHT	SS-O	PDO	CLD	WET	DLIT				STRGHT	PSNGR CAR	PSNGR CAR	
1506051	2013-01-28	Linn	Albany	SANTIAM HWY		INTER	S-1STOP	REAR	PDO	CLD	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506062	2013-01-28	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	UNK	UNK	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506072	2013-01-31	Linn	Tangent	WB EX CORV-LEB HY	ALBANY-JCT CITY HY	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DAY	CURB		RECKLESS	TURN-R	PSNGR CAR	PSNGR CAR	
1506134	2013-02-01	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	STRGHT	S-1STOP	REAR	INJ	CLD	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506151	2013-02-01	Linn	Albany	PACIFIC BLVD	WAVELY DR	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY			IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1506160	2013-02-02	Linn	Albany	PACIFIC BLVD	WAVELY DR	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1506802	2013-02-04	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLD	WET	DAY			NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1506816	2013-02-05	Linn				STRGHT	S-1STOP	REAR	INJ	CLD	WET	DUSK			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506818	2013-02-05	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLD	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506825	2013-02-07	Linn				STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY			INATTENT	TURN-R	PSNGR CAR	PSNGR CAR	
1506844	2013-02-08	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	O-1TURN	TURN	PDO	RAIN	WET	DLIT			DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1506853	2013-02-09	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	RAIN	WET	DLIT			PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1506874	2013-02-10	Linn	Albany	SANTIAM HWY	WAVELY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			FORCED	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1506877	2013-01-24	Linn	Albany	WAVELY DR	22ND AVE	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DARK	ISLAND		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1506886	2013-02-12	Linn	Albany	MADISON ST	5TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1506925	2013-02-14	Linn	Albany	34TH AVE	GEARY ST	INTER	O-STRGHT	HEAD	INJ	CLR	DRY	DAY			RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1506931	2013-02-15	Linn	Albany	KNOX BUTTE RD	NB EXPO PKWY	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY				STRGHT	PSNGR CAR	PSNGR CAR	
1506933	2013-02-15	Linn	Tangent	ALBANY-JCT CITY HY	WB EF CORV-LEB HY	ALLEY	ANGL-OTH	TURN	PDO	UNK	UNK	DAY			VEH HID	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1506936	2013-02-15	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY			FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1506938	2013-02-16	Linn	Millersburg	SB EX-EN OLD SLM RD	SB EX OLD SALEM RD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1506939	2013-02-16	Linn	Albany	WAVELY DR	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1506941	2013-02-16	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1506942	2013-02-11	Linn	Albany	ELLSWORTH ST	2ND AVE	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY			NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1506943	2013-02-18	Linn	Albany	GEARY ST	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLD	WET	DLIT			NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1507069	2013-03-01	Linn	Albany	CHANGCO DR	53RD AVE	INTER	CURVE	FIX OBJ	INJ	CLR	DRY	DAY	CURB		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1508505	2013-02-21	Benton	Albany	N ALBANY RD	HICKORY ST	STRGHT	O-STRGHT	HEAD	INJ	RAIN	WET	DUSK			RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1508546	2013-02-28	Benton	Albany	BROADWAY ST	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1508633	2013-01-13	Linn				STRGHT	OVERTURN	NCOL	FAT	CLR	DRY	DARK	FELJUMP		TIREFAIL	STRGHT	PSNGR CAR	PSNGR CAR	
1509322	2013-07-10	Marion	Jefferson	JEFFERSON HY	MILL ST	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509593	2013-02-07	Linn	Albany	PACIFIC BLVD	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509603	2013-02-19	Linn	Albany	9TH AVE	OAK ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509660	2013-02-20	Linn	Albany	QUEEN AVE	HILL ST	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DUSK			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509764	2013-02-23	Linn	Albany	GEARY ST	SALEM AVE	STRGHT	S-STRGHT	REAR	PDO	RAIN	WET	DARK	RR ROW		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509774	2013-02-20	Linn	Albany	PACIFIC BLVD	QUEEN AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509775	2013-02-26	Linn	Albany	PACIFIC BLVD	WAVELY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509796	2013-02-26	Linn	Albany	LIBERTY ST	QUEEN AVE	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1509799	2013-02-27	Linn	Albany	AIRPORT RD SE (FR)	SOUTH SHORE DR	INTER	ANGL-OTH	TURN	PDO	RAIN	WET	DLIT			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1509801	2013-02-28	Linn	Albany	GEARY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLD	WET	DLIT			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1509805	2013-02-28	Linn	Albany	WAVELY DR	7TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1509810	2013-02-28	Linn	Albany	HILL ST	9TH AVE	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY			NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1509814	2013-03-01	Linn	Albany	CLAY ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1509819	2013-03-01	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1509825	2013-03-01	Linn	Albany	ELM ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1509829	2013-03-01	Linn	Albany	HILL ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1509838	2013-03-01	Linn	Albany	GEARY ST	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1509841	2013-03-02	Linn	Albany	CENTER ST	16TH AVE	INTER	FIX OBJ	FIX	PDO	CLD	DRY	DARK	CURB		RECKLESS	U-TURN	PSNGR CAR	PSNGR CAR	
1510217	2013-03-02	Linn	Albany	ALBANY AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1510220	2013-03-02	Linn				STRGHT	OVERTURN	OTH	INJ	CLD	DRY	DAY			OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1510229	2013-03-04	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1510261	2013-03-03	Linn	Albany	WAVELY DR	GRAND PRAIRIE RD	STRGHT	ANGL-OTH	TURN	PDO	CLR	DRY	DAY			OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1510284	2013-03-03	Linn	Albany	GRAND PRAIRIE RD	WAVELY DR	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY			WHEELOFF	STRGHT	PSNGR CAR	PSNGR CAR	
1510289	2013-03-05	Linn	Albany	BAKER ST	1ST AVE	INTER	O-1TURN	TURN	PDO	RAIN	WET	DAY			LOAD SHIFT	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1510293	2013-03-05	Linn	Tangent	LOONEY LN	OLD CORV-LEBANON HY	INTER	FIX OBJ	FIX	INJ	RAIN	WET	DAY			DITCH	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1510313	2013-03-07	Linn	Albany	PACIFIC BLVD	WAVELY DR	STRGHT	O-STRGHT	HEAD	PDO	CLR	DRY	DAY			LEFT-CTR	STRGHT	PSNGR CAR	PSNGR CAR	
1510319	2013-03-07	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY			PED INV	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1510353	2013-03-07	Linn	Albany	KNOX BUTTE RD	NB EXTO KNOX B RD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK			NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1510376	2013-03-08	Linn	Albany	QUEEN AVE	GEARY ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT			CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1510394	2013-03-19	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY			TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1511026	2013-02-18	Linn	Millersburg	OLD SALEM RD	CONSER RD	STRGHT	FIX OBJ	FIX	PDO	CLD	DRY	DAY	CURB		FATIGD	STRGHT	PSNGR CAR	PSNGR CAR	
1511034	2013-03-09	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK			DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1511074	2013-03-10	Linn	Albany	PACIFIC HY I-5	SB EX SANTIAM HY	STRGHT	FIX OBJ	FIX	INJ	CLD	DRY	DAY			DITCH	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1511097	2013-03-10	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	S-STRGHT	REAR	INJ	CLD	DRY	DAY			PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1511117	2013-03-10	Linn	Albany	WAVELY DR	16TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY			GAME	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1511119	2013-02-17	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY			IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1511139	2013-03-13	Linn	Albany</																

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1513968	2013-03-26	Linn	Albany	SE GEARY ST	9TH AVE	ALLEY	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1513986	2013-03-27	Linn	Albany	GEARY ST	QUEEN AVE	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1514017	2013-03-31	Linn	Albany	KNOX BUTTE RD		INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1514053	2013-03-31	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1514060	2013-03-31	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	SEMI TOW	PSNGR CAR	
1514064	2013-04-01	Linn	Albany	NB EF SANTIAM HY		STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DUSK	PHANTOM	SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1514073	2013-04-03	Linn	Albany	SANTIAM HWY	WAVERLY DR	ALLEY	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	TURN-L	PSNGR CAR	MTRCYCLE	
1514084	2013-04-04	Linn	Albany	WAVERLY DR	21ST AVE	TURN	O-TURN	TURN	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1514086	2013-04-04	Linn	Albany	QUEEN AVE	WASHINGTON ST	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	RR ROW	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1514087	2013-04-04	Linn	Albany	PACIFIC HY I-5	SB EX SANTIAM HY	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DLIT	MV TOWED	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1514088	2013-04-04	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1514318	2013-03-03	Benton	Albany	BROADWAY ST	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DARK		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1514379	2013-03-03	Linn	Albany	SW 53RD AVE	SW WILETA ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	ISLAND	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1514633	2013-04-02	Benton	Albany	SPRING HILL RD		ALLEY	O-1STOP	HEAD	INJ	CLR	DRY	DAY	PHANTOM	IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR	
1514834	2013-04-01	Benton	Albany	N ALBANY RD	ALBANY-CORVALLIS HY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1515107	2013-04-17	Benton	Albany	ALBANY-CORVALLIS HY	JUNIPER LN	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	DITCH	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
151542	2013-05-29	Linn	Albany	PACIFIC BLVD	ELLINGSON RD	STRGHT	S-STRGHT	REAR	FAT	CLD	DRY	DAY	FORCED	SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1515868	2013-06-07	Benton	Albany	PEACH TREE LN	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1516143	2013-06-27	Benton	Albany	SKYLINE DR	GIBSON HILL RD	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1516196	2013-06-30	Benton	Albany	N ALBANY RD	GIBSON HILL RD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1516219	2013-07-03	Benton	Albany	QUARRY RD	SPRING HILL RD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1516606	2013-07-15	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	CURVE	FIX OBJ	FIX	PDO	CLR	DRY	DAY	POLE UTL	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1516680	2013-07-19	Millersburg	Albany	OLD SALEM RD	OLD SALEM RD	ALLEY	O-TURN	TURN	INJ	CLR	DRY	DAY	PHANTOM	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1516902	2013-08-08	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517063	2013-08-16	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517171	2013-08-22	Benton	Albany	GREENACRES LN	SPRING HILL RD	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY	VIOL GDL	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517325	2013-09-07	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517379	2013-09-08	Benton	Albany	N ALBANY RD	W THORNTON LAKE DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517577	2013-08-13	Benton	Albany	N ALBANY RD	21ST ST	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1517794	2013-04-04	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	UNK	UNK	DAY	SLIPPERY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1517799	2013-04-03	Linn	Albany	GEARY ST	17TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517829	2013-04-03	Linn	Millersburg	OLD SALEM RD	WESTERN WAY	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517833	2013-04-03	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	ALLEY	O-TURN	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517835	2013-04-03	Linn	Albany	GEARY ST	10TH AVE	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517837	2013-04-03	Linn	Albany	14TH AVE	CLAY ST	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1517848	2013-04-06	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1517878	2013-04-06	Linn	Millersburg	OLD SALEM RD	SB EF OLD SALEM RD	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DARK	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1517907	2013-04-08	Linn	Albany	PACIFIC BLVD	PACIFIC PL	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517920	2013-04-08	Linn	Albany	QUEEN AVE	QUEEN AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1517922	2013-04-08	Linn	Albany	QUEEN AVE	GEARY ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517924	2013-04-08	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1517926	2013-04-08	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1517930	2013-04-09	Linn	Albany	DALE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1517933	2013-04-09	Linn	Albany	FERRY ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517935	2013-04-10	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1517945	2013-04-12	Linn	Albany	QUEEN AVE	HILL ST	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1517947	2013-04-12	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	SEMI TOW	
1519050	2013-04-15	Linn	Albany	PACIFIC HY I-5	SB EX SANTIAM HY	INTER	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519061	2013-04-15	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1519066	2013-04-15	Linn	Albany	SALEM AVE	ALBANY AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519069	2013-04-15	Linn	Albany	MADISON ST	5TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	PSNGR CAR	
1519079	2013-04-16	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1519086	2013-04-16	Linn	Albany	SANTIAM HWY	CLAY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519094	2013-04-18	Linn	Albany	9TH AVE	OKA ST	GRADE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519095	2013-04-19	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	O-TURN	TURN	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1519099	2013-04-18	Linn	Albany	PACIFIC BLVD	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519108	2013-04-22	Linn	Albany	FULTON ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1519110	2013-04-23	Linn	Albany	GOLD FISH FARM RD		ALLEY	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1519111	2013-04-23	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1520515	2013-04-15	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1520879	2013-10-04	Benton	Albany	ALBANY-CORVALLIS HY	RAWWATER LN	STRGHT	ANIMAL	OTH	INJ	FOG	DRY	DAY	DEER ELK	OTHER	STRGHT	MTRCYCLE	PSNGR CAR	
1521041	2013-10-18	Benton	Albany	ALBANY-CORVALLIS HY	CRESWELL LN	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1521260	2013-10-20	Benton	Albany	N ALBANY RD	QUARRY RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1521264	2013-10-20	Benton	Albany	SPRING HILL RD	COUNTRY CLUB LN	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	MTRCYCLE	
1521353	2013-04-16	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR	
1521379	2013-04-23	Linn	Albany	WAVERLY DR	34TH AVE	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1521385	2013-04-24	Linn	Millersburg	CONSER RD	WOODS RD	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK	PET	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1521394	2013-04-25	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1521413	2013-04-25	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1521422	2013-04-26	Linn	Albany	SE BURKHART ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1521424	2013-04-26	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1521432	2013-04-26	Linn	Albany	GEARY ST	SALEM AVE	INTER	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1521442	2013-04-27	Linn	Albany	PACIFIC BLVD	1ST AVE	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DARK		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1521446	2013-04-25	Linn	Albany	PACIFIC BLVD	EB ALBANY-CORVLS HY	GRADE	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1521474	2013-04-29	Linn				ALLEY	S-1TURN	TURN	INJ	CLD	WET	DAY		IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR	
1521480	2013-04-29	Linn	Albany	MARION ST	34TH AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS	
1521483	2013-04-30	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	ANGL-STP	ANGL	INJ	CLR	DRY	DUSK		OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1521489	2013-04-09	Linn	Albany	GOLDFISH FARM RD	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	TRUCK	PSNGR CAR	PSNGR CAR
1521495	2013-04-19	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1521496	2013-04-26	Linn	Albany	ELLSWORTH ST	4TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR		

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1524411	2013-10-28	Marion	Jefferson	NORTH AVE	2ND ST	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1524651	2013-10-30	Marion	Jefferson	HAZEL ST	2ND ST	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1524741	2013-11-01	Benton	Albany	ALBANY-CORVALLIS HY	CRESWELL LN	INTER	S-1STOP	REAR	INJ	CLD	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1524981	2013-11-12	Linn	Tangent	CORVLEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	TURN-R	PSNGR CAR	PSNGR CAR	
1525010	2013-12-03	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1525087	2013-12-07	Benton	Albany	ALBANY-CORVALLIS HY	SCENIC DR	INTER	SCENIC DR	CURVE	INJ	CLR	DRY	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1525253	2013-12-26	Benton	Albany	N ALBANY RD	GIBSON HILL RD	INTER	S-1STOP	REAR	INJ	FOG	DRY	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1525819	2013-11-01	Marion	Albany	TALBOT RD SE		INTER	S-1STOP	REAR	INJ	CLR	DRY	DARK		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1526456	2013-04-19	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1526473	2013-05-12	Linn	Albany			CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DARK	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1526485	2013-05-02	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1526505	2013-05-11	Linn	Albany	KNOX BUTTE RD	MARLYN ST	INTER	S-OTHER	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR	
1526522	2013-05-11	Linn	Albany	TAKEENA ST	13TH AVE	INTER	STRGHT	PRKD MV	SS-O	PDO	CLR	DRY	DAY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1526528	2013-05-13	Linn	Albany	JACKSON ST	ALBANY-JCT CITY HY	INTER	STRGHT	PEDEST	INJ	CLR	DRY	DLIT		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1526535	2013-05-13	Linn	Albany	KNOX BUTTE RD		INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1526540	2013-05-13	Linn	Albany	FULTON ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1526576	2013-05-14	Linn	Albany	SANTIAM HWY	SB EX SANTIAM HY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1526601	2013-05-16	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1526629	2013-05-27	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	PHANTOM	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1526737	2013-05-29	Linn	Albany	NB EF SANTIAM HY	SANTIAM HWY	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DAY	GARDRAIL	SPEED	STRGHT	PSNGR CAR	PSNGR CAR	
1526743	2013-05-29	Linn	Albany	WATER AVE	OKAK ST	INTER	STRGHT	PRKD MV	REAR	PDO	CLR	DRY	DAY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1526762	2013-05-30	Linn	Albany	WAVERLY DR	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	IMP LN C	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1526793	2013-05-14	Linn	Albany	BURKHART ST	17TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY	FENC/BLD	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1526795	2013-05-31	Linn	Albany	LYON ST	2ND AVE	INTER	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		NO-YIELD	PRKD-I	PSNGR CAR	PSNGR CAR	
1526809	2013-05-31	Linn	Albany	WAVERLY DR	14TH AVE	INTER	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1526812	2013-05-31	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	PED	PED	INJ	CLR	DRY	DAY	MTR WHLCHR	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1526980	2013-12-06	Linn	Tangent	ALBANY-JCT CITY HY	GLASS DR	STRGHT	O-STRGHT	SS-M	PDO	SNOW	SNO	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	SEMI TOW	
1527311	2013-04-27	Linn	Albany	SE 20TH AVE	SE 21ST AVE	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DAY	ISLAND	TOO-FAST	TURN-R	MTRCYCLE		
1528284	2013-05-20	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528292	2013-05-20	Linn	Albany			STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW	
1528312	2013-05-21	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528366	2013-05-21	Marion	Jefferson	JEFFERSON HY	MILL ST	INTER	BRIDGE	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528406	2013-05-22	Linn	Albany	MADISON ST	34TH AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY	IMP LN C	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528464	2013-05-27	Linn	Albany			STRGHT	S-STRGHT	REAR	INJ	RAIN	WET	DAY	IMP LN C	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528471	2013-05-27	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY	DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	PSNGR CAR	
1528473	2013-05-27	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1528511	2013-06-02	Linn	Albany	MARION ST	34TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1528520	2013-06-02	Linn	Albany			STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1528523	2013-06-28	Linn	Albany	PACIFIC HY I-5		STRGHT	S-1STOP	REAR	INJ	CLR	DRY	UNK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528559	2013-06-04	Linn	Albany	MADISON ST	1ST AVE	INTER	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1528576	2013-06-04	Linn	Albany	MADISON ST	4TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1528586	2013-06-05	Linn	Albany	MADISON ST	2ND AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1528635	2013-05-20	Linn	Albany	LAFAYETTE ST	QUEEN AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR	
1528637	2013-05-17	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	STRGHT	S-1STOP	REAR	PDO	CLD	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528642	2013-05-24	Benton	Albany	NW QUARRY RD	NW CASCADE HTS DR	STRGHT	FIX OBJ	FIX	INJ	RAIN	WET	DAWN	STOPSIGN	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1528649	2013-05-26	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	INTER	FIX OBJ	FIX	PDO	CLD	WET	DARK	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1528679	2013-05-15	Linn	Albany	JACKSON ST	22ND AVE	INTER	STRGHT	PRKD MV	SS-O	PDO	CLD	DRY	DAY	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1528680	2013-06-06	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528686	2013-06-07	Linn	Millersburg	OLD SALEM RD	CONSER RD	INTER	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	CURB	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1528690	2013-06-09	Linn	Albany	BURKHART ST	16TH AVE	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1528705	2013-06-07	Linn	Albany	DEL RIO AVE	WAVERLY DR	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	OTH BUS	PSNGR CAR	
1528710	2013-06-08	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	TURN-L	PSNGR CAR	PSNGR CAR	
1528713	2013-06-08	Linn	Albany			ALLEY	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1528714	2013-04-01	Linn	Albany	PACIFIC HY I-5		STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT	PHANTOM	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1528718	2013-06-10	Linn	Albany			STRGHT	O-TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1530093	2013-06-11	Linn	Albany	54TH AVE		INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	OTHR CAR	
1530089	2013-06-12	Linn	Albany	LYON ST	3RD AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530110	2013-06-13	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530112	2013-06-13	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1530122	2013-06-14	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530124	2013-06-14	Linn	Albany	WAVERLY DR	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1530127	2013-06-14	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530160	2013-06-14	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530164	2013-06-14	Tangent	Albany	SUBC CORVLEBANON HY	LOONEY LN	INTER	STRGHT	PRKD MV	SS-O	PDO	CLR	DRY	RR ROW	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1530203	2013-05-18	Linn	Albany	SE PACIFIC BLVD	SE CLEVELAND ST	INTER	S-STRGHT	REAR	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1530243	2013-06-19	Linn	Albany	SE WAVERLY DR	SE 20TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1530252	2013-06-19	Linn	Albany			STRGHT	S-STRGHT	REAR	INJ	CLD	DRY	DARK	GARDRAIL	IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1530258	2013-06-19	Linn	Albany	FERRY ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1530483	2013-05-14	Linn	Albany	SE MT VERNON ST	SE 30TH CT	STRGHT	PRKD MV	SS-O	PDO	CLR	DRY	DAY	PHANTOM	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1531088	2013-06-20	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	S-1STOP	REAR	INJ	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1531154	2013-06-07	Linn	Albany	WAVERLY DR	22ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1531177	2013-06-24	Linn	Albany	BROADWAY ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1531179	2013-06-24	Linn	Albany	KNOX BUTTE RD		INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR	
1531196	2013-06-25	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	O-TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1533867	2013-03-25	Linn	Albany	SE CASTING ST	SE CREEL AVE	INTER	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR	
1533871	2013-07-01	Linn	Albany	QUEEN AVE	LIBERTY ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1533883	2013-07-01	Linn	Albany	CLAY ST	14TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1533892	2013-07-02	Linn	Albany	GEARY ST	QUEEN AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR	PSNGR CAR	
1533894	2013-07-02	Linn	Tangent	ALBANY-JCT CITY HY	ROLLAND DR	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1533897	2013-07-02	Linn	Albany	WAVERLY DR	22ND AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	IMP LN C	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1533921	2013-07-03	Linn	Albany	GEARY ST	21ST AVE	INTER	O-TURN											

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type	
1536662	2013-07-22	Linn	Albany	JACKSON ST	34TH AVE	INTER	ANGL-OTH	BACK	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1536667	2013-07-23	Linn	Albany	SE GEARY ST	9TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1537611	2013-07-24	Linn	Albany			STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK	DITCH	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1537617	2013-07-25	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1537621	2013-07-25	Linn	Albany			BRIDGE	FIX OBJ	FIX	PDO	CLR	DRY	DARK	BR RAIL	OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1537638	2013-07-06	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	BK	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1537638	2013-07-01	Linn	Albany	DAVIDSON ST	14TH AVE	INTER	S-1STOP	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1537642	2013-07-13	Linn	Albany	GEARY ST	QUEEN AVE	INTER	S-1STOP	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1537643	2013-07-26	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	O-1TURN	TURN	PDO	UNK	UNK	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1537694	2013-07-28	Linn	Albany	GEARY ST	21ST AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1537767	2013-07-29	Linn	Albany	SHERMAN ST	27TH AVE	INTER	PRKD MV	REAR	PDO	CLR	DRY	DAY		FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR	
1537776	2013-07-29	Linn	Albany	PACIFIC BLVD	19TH AVE	INTER	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1537792	2013-07-30	Linn	Albany	FERRY ST	22ND AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1537801	2013-07-31	Linn	Albany	2ND AVE	INTER	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1537812	2013-07-30	Linn	Albany	9TH AVE	SHERMAN ST	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1537831	2013-07-31	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	UNK		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1537833	2013-07-31	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1537842	2013-07-31	Linn	Albany	HILL ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR	
1537844	2013-08-01	Linn	Albany	LYON ST	3RD AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1537850	2013-04-12	Linn	Albany	SANTIAM HWY	SPICER RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1537857	2013-08-04	Linn	Albany	2ND AVE	SHERMAN ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1538560	2013-08-05	Linn	Albany	LYON ST	3RD AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1538572	2013-08-06	Linn	Albany	WAVERLY DR	11TH AVE	INTER	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1538579	2013-08-07	Linn	Albany	SE SANTIAM RD	SE PINE ST	INTER	BKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR	
1538592	2013-08-08	Linn	Albany	PACIFIC BLVD	WAVERLY DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1538616	2013-08-08	Linn	Albany	9TH AVE	SHERMAN ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1538638	2013-08-09	Linn	Albany	GRAND PRAIRIE DR		INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1538639	2013-08-09	Linn	Albany	PACIFIC BLVD	BURKHART ST	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR	
1538640	2013-08-09	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1538641	2013-08-10	Linn	Albany	KILLDEER RD	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1538985	2013-08-11	Linn	Albany			INTER	O-STRGHT	HEAD	INJ	CLR	DRY	DAWN		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1540009	2013-08-11	Linn	Albany	WASHINGTON ST	2ND AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1540014	2013-08-12	Linn	Albany	PACIFIC BLVD	KILLDEER RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1540104	2013-08-15	Linn	Albany	GEARY ST	12TH AVE	STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1540124	2013-08-14	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW	
1540153	2013-08-14	Linn	Albany	MAIN ST	19TH AVE	STRGHT	PRKD MV	REAR	INJ	CLR	DRY	DLIT		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1540156	2013-07-17	Linn	Albany	SANTIAM HWY	AIRPORT RD SE (FR)	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1540221	2013-08-17	Linn	Albany	WAVERLY DR	14TH AVE	ALLEY	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1540250	2013-08-18	Linn	Albany	WAVERLY DR	21ST AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1540284	2013-12-11	Marion	Jefferson	HAZEL ST	3RD ST	STRGHT	O-STRGHT	SS-M	INJ	CLR	ICE	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR	
1540303	2013-08-20	Linn	Albany	CENTER ST	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1540330	2013-08-21	Linn	Albany	HILL ST	9TH AVE	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-L	PSNGR CAR	TRUCK	
1540356	2013-08-22	Linn	Albany	CALAPOOIA ST	9TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1540376	2013-08-23	Linn	Albany	PACIFIC BLVD	11TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1540380	2013-08-23	Linn	Albany	SALEM AVE	WAVERLY DR	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP-TURN	TURN-R	SEMI TOW	PSNGR CAR	
1540384	2013-08-23	Linn	Albany	WAVERLY DR	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1540391	2013-08-25	Linn	Albany	16TH AVE	DAVIDSON ST	CURVE	PRKD MV	REAR	PDO	CLD	DRY	DARK	OTH EOP	OTHR-IMP	STRGHT	PSNGR CAR	UNKNOWN	
1540401	2013-08-16	Linn	Albany	PACIFIC HY I-5	NB EF SANTIAM HY	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW	
1541742	2013-02-22	Linn	Albany	SE PACIFIC BLVD	SE GEARY ST	STRGHT	S-1TURN	TURN	INJ	CLR	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW	
1541774	2013-08-07	Linn	Albany	COLUMBUS ST	47TH AVE	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DARK	CURB	OTHR-IMP	STRGHT	PSNGR CAR	SEMI TOW	
1541778	2013-08-15	Linn	Albany	BERNARD AVE	CENTURY DR	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	WIRE/CBL	OTHR-IMP	STRGHT	PSNGR CAR	SEMI TOW	
1541798	2013-08-27	Linn	Albany	PACIFIC HY I-5	SB EF SANTIAM HY	STRGHT	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		OTHR-IMP	STRGHT	PSNGR CAR	SEMI TOW	
1541802	2013-08-28	Linn	Albany	PACIFIC BLVD	AIRPORT RD SE (FR)	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY	SLIPPERY	RECKLESS	TURN-L	PSNGR CAR	PSNGR CAR	
1541809	2013-08-28	Linn	Albany	PACIFIC BLVD	BETA DR	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAWN	OTHR CRASH	OTHR-IMP	STRGHT	PSNGR CAR	OTHER	
1541826	2013-08-28	Linn	Albany	HILL ST	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLD	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1541833	2013-08-29	Linn	Albany			INTER	CURVE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1541834	2013-08-29	Linn	Albany	HILL ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1541847	2013-08-29	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1541849	2013-08-29	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1541855	2013-08-30	Linn	Albany	WAVERLY DR	8TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1541858	2013-08-30	Linn	Albany			STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	GARDRAIL	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1542000	2013-08-30	Linn	Albany			BRIDGE	S-STRGHT	SS-O	INJ	CLR	DRY	DAY	DETACH TRL	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1542005	2013-08-30	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR	
1542008	2013-08-31	Linn	Albany	OKA ST	BAKER ST	STRGHT	O-1STOP	BACK	INJ	CLR	DRY	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR	
1542011	2013-08-31	Linn	Albany	KNOX BUTTE RD		STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DAY	PET	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR	
1542013	2013-09-01	Linn	Albany	ELLSWORTH ST	5TH AVE	STRGHT	PRKD MV	REAR	INJ	CLR	DRY	DLIT		RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR	
1542027	2013-09-02	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAWN		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1542040	2013-09-02	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR	
1542051	2013-09-03	Linn	Albany	FERRY ST	7TH AVE	STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR	
1542085	2013-09-05	Linn	Albany	14TH AVE	WAVERLY DR	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DLIT	CURB	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR	
1542098	2013-09-06	Linn	Albany	QUEEN AVE	OKA ST	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR	
1542108	2013-09-06	Linn	Albany	QUEEN AVE														

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1542594	2013-09-19	Linn	Albany	CLAY ST	14TH AVE	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1542604	2013-09-20	Linn	Albany	SANTIAM HWY	NB EX SANTIAM HY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542692	2013-09-20	Linn	Albany	HILL ST	HILL ST	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542732	2013-09-24	Linn				STRGHT	FIX OBJ	FIX	PDO	RAIN	WET	DAY	HI WATER	TOO-FAST	STRGHT	PSNGR CAR	
1542738	2013-09-24	Linn	Albany	SANTIAM HWY	NB EX SANTIAM HY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542763	2013-09-26	Linn	Tangent	ALBANY-JCT CITY HY	NB EX CORVLEB HY	INTER	S-1STOP	REAR	PDO	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542762	2013-09-25	Benton	Albany	ALBANY-CORVALLIS HY	RAINWATER LN	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	GARDRAIL	FATIGUE	STRGHT	PSNGR CAR	
1542767	2013-09-25	Linn	Albany	QUEEN AVE	LIBERTY ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542772	2013-09-26	Linn	Albany	WASHINGTON ST	12TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1542827	2013-09-28	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLD	WET	DAY	VEH HID	NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1542835	2013-09-28	Linn	Albany	HILL ST	9TH AVE	INTER	S-1STOP	REAR	INJ	RAIN	WET	DAY	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542839	2013-09-27	Linn	Albany	WAVELY DR	44TH AVE	CURVE	FIX OBJ	FIX	INJ	RAIN	WET	DAY	CURB	CARELESS	STRGHT	PSNGR CAR	
1542844	2013-09-27	Linn	Millersburg	OLD SALEM RD	ARNOLD RD	CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DAY	PHANTOM	TOO-FAST	STRGHT	PSNGR CAR	
1542873	2013-09-28	Linn	Albany	PAFIC BLVD	GEARY ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1542879	2013-09-29	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542885	2013-09-30	Linn	Albany	GEARY ST	24TH AVE	INTER	ANGL-OTH	TURN	INJ	RAIN	WET	DAY	VEG HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1542887	2013-09-30	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542890	2013-09-30	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1542893	2013-09-30	Linn	Albany	SANTIAM HWY	TIMBER ST	INTER	ANGL-OTH	TURN	INJ	CLD	WET	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1542927	2013-10-01	Linn	Tangent	CORV-LEBANON HY	ALBANY-JCT CITY HY	STRGHT	S-1TURN	TURN	PDO	RAIN	WET	DAY		IMP-TURN	U-TURN	PSNGR CAR	PSNGR CAR
1542936	2013-10-01	Linn	Albany	LYON ST	LYON ST CONN	INTER	ANGL-OTH	ANGL	PDO	CLD	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1542942	2013-10-02	Benton	Albany	N ALBANY RD	E THORNTON LAKE DR	INTER	ANGL-OTH	TURN	PDO	CLD	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1542943	2013-10-02	Linn	Albany	PAFIC BLVD	53RD AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1542996	2013-10-03	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1542998	2013-10-03	Linn	Albany	MAIN ST	QUEEN AVE	INTER	ANGL-OTH	TURN	INJ	FOG	WET	DAWN		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1543029	2013-10-03	Linn	Albany	HILL ST	34TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR	
1543081	2013-10-04	Linn	Albany	PACIFIC HY I-5		STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	BARRIER	TOO-FAST	STRGHT	PSNGR CAR	
1543628	2013-10-05	Linn	Albany	ELLSWORTH ST	1ST AVE	BRIDGE	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1543665	2013-10-07	Linn	Albany	AVIATION WAY	KNOX BUTTE RD	INTER	S-1TURN	TURN	INJ	CLR	DRY	DAY	MV TOWED	IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1543672	2013-10-07	Linn	Albany	QUEEN AVE	THURSTON ST	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1543692	2013-10-07	Linn	Albany	DAVIDSON ST	SALEM AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		OTHR IMP	BACK	PSNGR CAR	
1543697	2013-10-07	Linn	Albany	SANTIAM HWY	E NB EF SANTM HY	INTER	S-1TURN	TURN	PDO	CLR	DRY	DAY		IMP LN C	TURN-R	PSNGR CAR	PSNGR CAR
1543712	2013-10-10	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1543737	2013-10-09	Linn	Albany	QUEEN AVE	UMATILLA ST	STRGHT	O-STRGHT	HEAD	INJ	CLD	DRY	DLIT		CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1543750	2013-10-11	Linn	Albany	EB SANTIAM HWY	SE 9TH AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1543756	2013-10-12	Linn	Albany	9TH AVE	OAK ST	STRGHT	S-1STOP	REAR	PDO	CLD	WET	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1543760	2013-10-12	Linn	Albany	QUEEN AVE	GEARY ST	ALLEY	S-OTHER	TURN	PDO	CLR	DRY	DLIT		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR
1543782	2013-10-14	Linn	Albany	MAIN ST	3RD AVE	INTER	ANGL-OTH	BACK	PDO	CLR	DRY	DAY		NO-YIELD	BACK	TRUCK	PSNGR CAR
1543784	2013-10-14	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1543806	2013-10-15	Linn	Albany	AIRPORT RD SE (FR)	PACIFIC BLVD	ALLEY	OVERTURN	OTH	INJ	CLR	DRY	DAY	SUB OTRN	OTHER	STRGHT	PSNGR CAR	TRUCK
1543823	2013-10-16	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1543856	2013-10-17	Linn	Albany	7TH AVE	VINE ST	ALLEY	S-1TURN	TURN	INJ	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR
1543877	2013-10-18	Linn	Albany	SPICER RD	FESCUE ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1543903	2013-10-18	Linn	Albany	MAPLE ST	QUEEN AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1543922	2013-10-19	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1543948	2013-10-19	Linn		COLUMBUS ST		INTER	ANGL-OTH	TURN	INJ	FOG	WET	DAY		PAS-STOP	STRGHT	PSNGR CAR	PSNGR CAR
1543975	2013-10-19	Linn	Albany	9TH AVE	SE GEARY ST	STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1543979	2013-10-20	Linn	Albany	SE THREE LAKES RD	LOONEY LN	STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1543995	2013-10-20	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		IMP PKNG	STRGHT	PSNGR CAR	TRUCK
1544004	2013-10-21	Linn	Albany	34TH AVE	MARION ST	STRGHT	FIX OBJ	FIX	PDO	CLR	DRY	DAY	CURB	CARELESS	STRGHT	PSNGR CAR	
1544030	2013-10-22	Linn	Albany	9TH AVE	HILL ST	STRGHT	O-STRGHT	HEAD	PDO	CLR	DRY	DLIT		WRNG WAY	STRGHT	PSNGR CAR	PSNGR CAR
1544047	2013-10-22	Linn	Albany	CENTURY DR	KNOX BUTTE RD	INTER	O-1TURN	TURN	INJ	FOG	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1544083	2013-10-23	Linn	Albany	FERRY ST	PACIFIC BLVD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1544086	2013-10-23	Linn	Albany	MAIN ST	14TH AVE	INTER	O-1TURN	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1544141	2013-10-25	Linn	Albany	HILL ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	SCHL BUS
1544178	2013-10-25	Linn	Tangent	CORV-LEBANON HY	LOONEY LN	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1544203	2013-10-26	Linn	Albany	PACIFIC BLVD	SHERMAN ST	STRGHT	O-STRGHT	HEAD	INJ	CLD	DRY	DLIT		WRNG WAY	STRGHT	PSNGR CAR	PSNGR CAR
1544209	2013-10-27	Linn	Albany	COLUMBUS ST	MORAGA AVE	STRGHT	PRKD MV	REAR	INJ	CLR	DRY	DARK	CELL PHONE	SPEED	STRGHT	PSNGR CAR	PSNGR CAR
1544217	2013-10-28	Linn	Albany	SANTIAM HWY	WAVELY DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	INDRCT PED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544219	2013-08-21	Linn				STRGHT	S-STRGHT	SS-O	PDO	CLR	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1544229	2013-10-29	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544234	2013-10-30	Linn	Tangent	ALBANY-JCT CITY HY	ROLLAND DR	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544235	2013-10-30	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	O-OTHER	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1544240	2013-10-30	Linn	Albany	PACIFIC BLVD	PACIFIC BL	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1544243	2013-10-30	Linn	Albany	GEARY ST	12TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544245	2013-10-30	Linn	Albany	ELM ST	QUEEN AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544256	2013-10-30	Linn	Albany	CENTER ST	20TH AVE	INTER	ANGL-OTH	ANGL	PDO	CLR	DRY	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1544258	2013-10-30	Linn		ELLINGSON RD		CURVE	FIX OBJ	FIX	PDO	RAIN	WET	DARK	DITCH	TOO-FAST	STRGHT	PSNGR CAR	
1544273	2013-10-31	Linn	Albany	SANTIAM HWY	BAIN ST	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1544275	2013-10-31	Linn				STRGHT	FIX OBJ	FIX	PDO	FOG	DRY	DARK	SLIPPERY	CARELESS	STRGHT	PSNGR CAR	
1544277	2013-10-31	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DLIT	TRIFAIL	OTHER IMP	STRGHT	PSNGR CAR	
1544284	2013-10-31	Linn	Albany	MONTGOMERY ST	2ND AVE	INTER	S-1TURN	TURN	INJ	CLR	DRY	DLIT	CURB	IMP-TURN	TURN-L	PSNGR CAR	PSNGR CAR
1544380	2013-10-30	Linn	Albany	SE CASTING ST	SE ROSEHILL AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1544386	2013-11-01	Linn				STRGHT	ANIMAL	OTH	PDO	FOG	DRY	DARK	DEER ELK	OTHER	STRGHT	PSNGR CAR	
1544918	2013-10-06	Linn	Albany	SE COLUMBUS ST	SE CASCADE DR	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1545314	2013-11-01	Linn	Albany	RALROAD ST	1ST AVE	INTER	S-1TURN	TURN	INJ	CLR	DRY	DLIT		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1545317	2013-10-25	Linn	Albany	GRAND PRAIRIE RD	WAVELY DR	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545328	2013-11-02	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	RAIN	WET	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1545333	2013-11-02	Linn	Albany	MAIN ST	2ND AVE	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545359	2013-11-02	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1545370	2013-11-02	Benton	Albany	ALBANY RD	GRISON HILL RD	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY	PHANTOM	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545391	2013-11-04	Linn	Albany	34TH AVE	PACIFIC BLVD	STR											

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle 1 Type	Vehicle 2 Type
1545607	2013-11-18	Linn	Milfersburg	OLD SALEM RD	NYGREN RD	CURVE	O-STRGHT	SS-M	INJ	RAIN	WET	DAY	DITCH	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1545608	2013-11-18	Linn				STRGHT	O-STRGHT	SS-M	INJ	CLD	WET	DLIT	PHANTOM	CARELESS	STRGHT	PSNGR CAR	PSNGR CAR
1545610	2013-11-18	Linn	Albany	HILL ST	12TH AVE	STRGHT	S-1STOP	REAR	PDO	UNK	UNK	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545611	2013-11-18	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	S-1STOP	REAR	PDO	RAIN	WET	DLIT	INDRCT PED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545613	2013-11-19	Benton	Albany	ALBANY-CORVALLIS HY	RAINWATER LN	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DAWN		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545614	2013-11-19	Linn	Albany	LYON ST	1ST AVE	INTER	ANGL-OTH	TURN	PDO	CLD	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1545627	2013-11-19	Linn	Tangent	ALBANY-JCT CITY HY	EB EX ALB-JCT CY HY	INTER	S-1STOP	REAR	PDO	CLD	WET	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545644	2013-11-20	Linn	Albany	AIRPORT RD SE (FR)	KILLDEER RD	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1545648	2013-11-21	Linn	Albany	WAVERLY DR	36TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1545665	2013-11-21	Linn	Albany	AIRPORT RD SE (FR)	SANTIAM HWY	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545667	2013-11-21	Linn	Albany	MAPLE ST	QUEEN AVE	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545669	2013-11-21	Linn	Albany	ALBANY AVE	SALEM AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545680	2013-11-21	Linn	Albany	SANTIAM HWY	SPIECER RD	INTER	S-1STOP	REAR	PDO	RAIN	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545697	2013-11-23	Linn	Albany	PACIFIC BLVD	WAVERLY DR	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545744	2013-11-22	Linn	Albany	ERMINIE ST	SANTIAM HWY	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY	VEH HID	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545761	2013-11-22	Linn	Albany	LOCKNER RD	MARION ST	STRGHT	FIX OBJ	FIX	INJ	CLR	DRY	DUSK	DITCH	FATIGUE	STRGHT	PSNGR CAR	PSNGR CAR
1545821	2013-11-23	Linn				STRGHT	S-STRGHT	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545849	2013-11-23	Linn	Albany	PACIFIC BLVD	SHERMAN ST	ALLEY	S-STRGHT	REAR	PDO	CLR	DRY	DAWN		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1545868	2013-11-25	Linn	Albany	ELLSWORTH ST	6TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DUSK	INDRCT PED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545885	2013-11-26	Linn	Albany	GEARY ST	QUEEN AVE	INTER	O-1TURN	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1545890	2013-11-26	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DLIT	CURB	RECKLESS	STRGHT	PSNGR CAR	PSNGR CAR
1545896	2013-11-26	Linn	Albany	EB ALBANY-CORVLS HY	PACIFIC BLVD	TRANS	S-STRGHT	SS-O	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545910	2013-11-27	Linn	Albany	PACIFIC BLVD		STRGHT	S-STRGHT	REAR	INJ	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545940	2013-11-27	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545941	2013-11-27	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545953	2013-11-27	Linn	Albany	PACIFIC HY I-5	NB I-5 EX KNOX B RD	STRGHT	S-STRGHT	REAR	INJ	CLR	WET	DAY	PHANTOM	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545955	2013-11-27	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1545969	2013-11-27	Linn	Albany	WASHINGTON ST	3RD AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1545971	2013-11-28	Linn				STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1545986	2013-11-29	Linn	Albany	QUEEN AVE	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DUSK		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1545988	2013-11-29	Linn	Albany	GOLDFISH FARM RD	ALLEY	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1546007	2013-11-29	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	S-1TURN	TURN	PDO	CLR	DRY	DLIT		IMP-TURN	STRGHT	PSNGR CAR	PSNGR CAR
1546019	2013-11-06	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	O-1TURN	TURN	INJ	RAIN	WET	DAY		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1546025	2013-11-11	Linn	Albany	KNOX BUTTE RD	AVIATION WAY	STRGHT	FIX OBJ	FIX	INJ	FOG	DRY	DLIT	CURB	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546034	2013-11-11	Linn	Albany	MADISON ST	34TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546037	2013-11-06	Linn	Albany	SANTIAM HWY	WAVERLY DR	STRGHT	S-1STOP	REAR	PDO	RAIN	WET	DLIT	INDRCT PED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546039	2013-11-06	Linn	Albany	9TH AVE	OAK ST	STRGHT	S-1STOP	REAR	INJ	CLR	WET	DUSK		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546043	2013-11-06	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	PED	PED	INJ	CLR	DRY	DAY	N-MTR	STRGHT	PSNGR CAR		
1546053	2013-11-07	Linn	Albany	PACIFIC BLVD	SANTIAM HWY	INTER	FIX OBJ	FIX	PDO	CLR	WET	DLIT		TOO-FAST	TURN-R	PSNGR CAR	
1546058	2013-11-07	Linn	Albany	ELLINGSON RD	PACIFIC BLVD	INTER	O-1TURN	TURN	INJ	CLR	WET	DAY		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1546060	2013-11-07	Linn	Albany	SE GEARY ST	9TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	WET	DUSK		NO-YIELD	TURN-R	PSNGR CAR	PSNGR CAR
1546064	2013-11-08	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	PED	PED	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1546181	2013-11-12	Linn	Albany	PACIFIC HY I-5	NB EX SANTIAM HY	STRGHT	S-STRGHT	REAR	PDO	CLR	WET	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW
1546190	2013-11-12	Linn	Albany	WAVERLY DR	20TH AVE	INTER	ANGL-OTH	TURN	PDO	CLR	WET	DUSK		IMP-TURN	TURN-R	PSNGR CAR	PSNGR CAR
1546194	2013-11-12	Linn				INTER	FIX OBJ	FIX	INJ	FOG	SNO	DUSK	DITCH	PAS-STOP	STRGHT	PSNGR CAR	
1546235	2013-12-01	Linn				STRGHT	S-1STOP	REAR	INJ	RAIN	WET	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546240	2013-12-01	Linn	Tangent	CORV-LEBANON HY	S MCFARLAND SCHL RD	INTER	S-STRGHT	REAR	INJ	CLR	WET	DARK	SLIPPERY	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546253	2013-12-02	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546258	2013-12-02	Linn	Albany	COLUMBUS ST	SANTIAM HWY	INTER	PED	PED	INJ	CLR	DRY	DARK		NT VISBL	TURN-L	PSNGR CAR	PSNGR CAR
1546415	2013-12-03	Linn	Albany	BELMONT AVE	LAMIER ST	INTER	ANGL-OTH	ANGL	PDO	UNK	UNK	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1546419	2013-11-28	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR	PSNGR CAR
1546425	2013-12-04	Benton	Albany	ALBANY-CORVALLIS HY	SPRING HILL RD	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY	FORCED	INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1546436	2013-12-04	Linn	Albany	GEARY ST	21ST AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1546454	2013-12-04	Linn	Albany	PACIFIC BLVD	14TH AVE	INTER	S-1STOP	REAR	PDO	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1546489	2013-12-06	Linn				STRGHT	S-STRGHT	SS-O	PDO	SNOW	ICE	DAY	GARDRAIL	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546493	2013-12-06	Linn				STRGHT	S-STRGHT	REAR	PDO	SNOW	ICE	DAY	OTHER CRASH	NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1546511	2013-12-06	Linn	Albany	AIRPORT RD SE (FR)	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	SNOW	ICE	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546532	2013-12-06	Linn				STRGHT	ANGL-OTH	TURN	PDO	SNOW	ICE	DAY	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546539	2013-12-06	Linn	Albany	GOLDFISH FARM RD	KNOX BUTTE RD	INTER	ANGL-STP	TURN	PDO	CLR	ICE	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546545	2013-12-06	Linn				STRGHT	S-STRGHT	SS-O	PDO	CLR	ICE	DARK	SLIPPERY	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546546	2013-12-06	Linn	Albany	PACIFIC BLVD	11TH AVE	INTER	FIX OBJ	FIX	PDO	SNOW	SNO	DUSK	SLIPPERY	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546565	2013-12-06	Linn	Albany	PACIFIC BLVD	KILLDEER RD	ALLEY	ANGL-STP	TURN	PDO	SNOW	ICE	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546566	2013-12-06	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	ANGL-STP	TURN	PDO	CLR	ICE	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546567	2013-12-06	Linn	Albany	CENTER ST	36TH AVE	INTER	ANGL-STP	TURN	PDO	SNOW	ICE	DAWN		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546569	2013-12-06	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	ANGL-OTH	ANGL	PDO	SNOW	ICE	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546574	2013-12-06	Linn	Albany	GEARY ST	SALEM AVE	STRGHT	FIX OBJ	FIX	PDO	SNOW	ICE	DAWN	RR ROW	TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1546585	2013-12-06	Linn	Albany	ELLSWORTH ST	PRKD MV	INTER	PRKD MV	TURN	PDO	SNOW	ICE	DAWN	SLIPPERY	TOO-FAST	TURN-L	PSNGR CAR	PSNGR CAR
1546587	2013-12-06	Linn	Albany	SANTIAM HWY	CENTER ST	ALLEY	ANGL-STP	TURN	PDO	SNOW	SNO	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546594	2013-12-06	Linn	Albany	SANTIAM HWY	SPIECER RD	INTER	ANGL-STP	TURN	PDO	SNOW	ICE	DAY	SLIPPERY	TOO-FAST	TURN-R	PSNGR CAR	TRUCK
1546615	2013-12-06	Linn	Albany	ALBANY AVE	SALEM AVE	INTER	ANGL-STP	TURN	PDO	SNOW	ICE	DAY		TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546683	2013-12-07	Linn				CURVE	FIX OBJ	FIX	PDO	CLR	ICE	DAY	DITCH	TOO-FAST	TURN-R	PSNGR CAR	PSNGR CAR
1546690	2013-12-07	Linn	Albany	WASHINGTON ST	7TH AVE	INTER	ANGL-OTH										

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1547101	2013-12-21	Linn				STRGHT	S-1STOP	REAR	PDO	CLD	DRY	DAY		IMP LN C	STRGHT	PSNGR CAR	SEMI TOW
1547114	2013-12-22	Linn	Albany	KILLDEER RD	PACIFIC BLVD	ALLEY	ANGL-OTH	TURN	PDO	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1547116	2013-12-22	Linn	Albany	SANTIAM HWY		ALLEY	ANGL-OTH	BACK	PDO	CLR	DRY	DLIT		NO-YIELD	BACK	PSNGR CAR	PSNGR CAR
1547118	2013-12-20	Linn	Albany	PACIFIC BLVD	WAVERLY DR	STRGHT	S-1STOP	REAR	PDO	CLR	DRY	DAY		INATTENT	STRGHT	PSNGR CAR	PSNGR CAR
1547129	2013-12-23	Linn				STRGHT	PED	PED	INJ	FOG	DRY	DARK		IN RDWY	STRGHT	PSNGR CAR	
1547133	2013-12-24	Linn	Albany	GEARY ST	10TH AVE	INTER	ANGL-OTH	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1547142	2013-12-26	Linn	Albany	WAVERLY DR	34TH AVE	INTER	S-1STOP	REAR	INJ	CLR	DRY	DAY		TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1547143	2013-12-26	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	O-1TURN	TURN	PDO	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR	PSNGR CAR
1547228	2013-12-15	Linn	Albany	SE GEARY ST	9TH AVE	INTER	ANGL-OTH	ANGL	FAT	RAIN	WET	DAWN		DIS SIG	STRGHT	PSNGR CAR	PSNGR CAR
1547290	2013-11-19	Linn	Albany	SE COMMERCIAL WAY	SE ANDERSON PL	CURVE	PRKD MV	BACK	PDO	CLD	WET	DAY		OTHR-IMP	BACK	PSNGR CAR	PSNGR CAR
1547322	2013-12-08	Linn	Albany	OAK ST	14TH AVE	INTER	FIX OBJ	FIX	PDO	CLR	ICE	DAY	CURB	TOO-FAST	STRGHT	PSNGR CAR	
1547338	2013-12-19	Linn	Albany	PACIFIC BLVD	SHERMAN ST	INTER	S-1STOP	SS-O	PDO	RAIN	WET	DLIT		IMP LN C	STRGHT	PSNGR CAR	PSNGR CAR
1547342	2013-12-31	Linn	Albany	HILL ST	PACIFIC BLVD	INTER	ANGL-OTH	ANGL	INJ	CLR	DRY	DLIT		DIS-RAG	STRGHT	PSNGR CAR	PSNGR CAR
1547367	2013-12-30	Linn	Albany	MARKON ST	QUEEN AVE	INTER	ANGL-OTH	TURN	PDO	CLR	DRY	DLIT		DIS-RAG	TURN-L	PSNGR CAR	PSNGR CAR
1547385	2013-12-19	Linn	Albany	MAIN ST	19TH AVE	STRGHT	FIX OBJ	FIX	INJ	CLD	WET	DLIT	FORCED	OTHR-IMP	STRGHT	PSNGR CAR	PSNGR CAR
1547388	2013-12-23	Linn	Albany	PACIFIC BLVD	ERMINE ST	ALLEY	ANGL-OTH	TURN	PDO	RAIN	WET	DUSK		NO-YIELD	STRGHT	PSNGR CAR	PSNGR CAR
1547406	2013-12-15	Linn	Albany	MAIN ST	2ND AVE	INTER	FIX OBJ	FIX	PDO	SNOW	ICE	DLIT	SLIPPERY	TOO-FAST	TURN-L	PSNGR CAR	
1547407	2013-12-06	Linn	Albany	GEARY ST	14TH AVE	ALLEY	PED	PED	INJ	SNOW	SNO	DAY	CURB	NO-YIELD	TURN-R	PSNGR CAR	
1547409	2013-12-06	Linn				STRGHT	FIX OBJ	FIX	INJ	SNOW	SNO	DAWN	DITCH	TOO-FAST	STRGHT	PSNGR CAR	
1547411	2013-12-13	Linn	Albany	GEARY ST	14TH AVE	STRGHT	S-1STOP	REAR	INJ	CLR	DRY	DUSK	FORCED	TOO-CLOS	STRGHT	PSNGR CAR	PSNGR CAR
1547416	2013-12-07	Linn	Albany	10TH AVE	MAIN ST	STRGHT	PRKD MV	REAR	PDO	SNOW	ICE	DAY		TOO-FAST	STRGHT	PSNGR CAR	PSNGR CAR
1547418	2013-07-19	Linn	Albany	PACIFIC BLVD		ALLEY	S-1TURN	TURN	INJ	CLR	DRY	DAY		IMP-OVER	STRGHT	PSNGR CAR	PSNGR CAR

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1320715	2009-02-02	Linn	Albany	CLAY ST	14TH AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	OTH BUS	TURN-L
1322984	2009-03-10	Linn	Albany	BAIN ST	NORTH SHORE DR	STRGHT	PED	PED	INJ	CLD	WET	DLIT	SET MOTN	IMP PKNG	PSNGR CAR	BACK
1323531	2009-03-30	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	PED	PED	INJ	CLR	DRY	DAY	CELL-POL	INATTENT	PSNGR CAR	TURN-L
1330386	2009-05-14	Linn	Albany	QUEEN AVE	BURKHART ST	ALLEY	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	PSNGR CAR	BACK
1336975	2009-07-20	Linn		GRAND PRAIRIE DR		INTER	PED	PED	INJ	CLR	DRY	DAY		OTHER	PSNGR CAR	STRGHT
1338331	2009-07-26	Benton	Albany	SPRING HILL RD	HICKORY ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY		IN RDWY	PSNGR CAR	STRGHT
1346411	2009-09-05	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	PED	PED	INJ	CLR	DRY	DAY	BLDG HID	NO-YIELD	PSNGR CAR	TURN-R
1356002	2010-02-01	Linn	Tangent	ALBANY-JCT CITY HY	OLD CORV-LEBANON HY	INTER	PED	PED	FAT	RAIN	WET	DAY	PSNGR TOW	IN RDWY	SEMI TOW	TURN-R
1356296	2010-01-15	Linn	Albany	GEARY ST	15TH AVE	INTER	PED	PED	INJ	RAIN	WET	DARK		NT VISBL	PSNGR CAR	TURN-R
1356311	2010-01-19	Linn	Albany	ERMINE ST	34TH AVE	INTER	PED	PED	INJ	CLD	WET	DARK		NO-YIELD	PSNGR CAR	TURN-L
1358977	2010-03-22	Linn				STRGHT	PED	PED	FAT	CLD	DRY	DUSK		NT VISBL	PSNGR CAR	STRGHT
1363263	2010-03-18	Linn	Albany	CHICAGO ST	6TH AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	PSNGR CAR	STRGHT
1373502	2010-06-02	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	PED	PED	INJ	RAIN	WET	DAY		NO-YIELD	PSNGR CAR	STRGHT
1384872	2010-09-07	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	PED	PED	INJ	RAIN	WET	DAY		NO-YIELD	PSNGR CAR	TURN-R
1387227	2010-10-15	Linn	Albany	16TH AVE	DAVIDSON ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY		RECKLESS	PSNGR CAR	STRGHT
1387229	2010-10-15	Linn	Albany	GRAND PRAIRIE RD	WAVERLY DR	INTER	PED	PED	INJ	CLR	DRY	DAY		DIS-RAG	PSNGR CAR	TURN-R
1388621	2010-11-02	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	PED	PED	INJ	CLD	DRY	DAY		NO-YIELD	PSNGR CAR	STRGHT
1390977	2010-11-30	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	PED	PED	INJ	RAIN	WET	DLIT		NO-YIELD	PSNGR CAR	TURN-R
1395291	2010-12-25	Linn	Albany	KILLDEER RD	PACIFIC BLVD	INTER	PED	PED	INJ	RAIN	WET	DUSK		NO-YIELD	PSNGR CAR	STRGHT
1395396	2010-12-30	Linn	Albany	WAVERLY DR	9TH AVE	STRGHT	PED	PED	INJ	CLD	DRY	DARK		NT VISBL	PSNGR CAR	STRGHT
1403415	2011-03-16	Linn	Albany	30TH PL	MARION ST	STRGHT	PED	PED	INJ	CLD	WET	DLIT		IN RDWY	PSNGR CAR	TURN-L
1412016	2011-05-20	Marion	Jefferson	NORTH AVE	2ND ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY		IN RDWY	PSNGR CAR	STRGHT
1429452	2011-04-30	Benton	Albany	CROCKER LN	DOVER LN	STRGHT	PED	PED	INJ	CLR	DRY	DAY		IN RDWY	PSNGR CAR	STRGHT
1439257	2011-09-07	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	PED	PED	FAT	CLR	DRY	DLIT		DIS-RAG	PSNGR CAR	STRGHT
1440677	2011-10-03	Linn	Albany	ELLSWORTH ST	3RD AVE	INTER	PED	PED	INJ	RAIN	WET	DAY		NO-YIELD	PSNGR CAR	TURN-L
1441869	2011-11-21	Linn	Albany	ELLSWORTH ST	7TH AVE	INTER	PED	PED	INJ	RAIN	WET	DLIT		NO-YIELD	PSNGR CAR	STRGHT
1447221	2011-08-11	Linn	Albany	1ST AVE	FERRY ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY		IN RDWY	PSNGR CAR	PARKNG
1447360	2011-09-05	Linn	Albany	CLAY ST	14TH AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	PSNGR CAR	TURN-L
1447597	2011-09-25	Linn	Albany	BURKHART ST	16TH AVE	INTER	PED	PED	INJ	RAIN	WET	DAY	HYDRANT	OTHR-IMP	PSNGR CAR	STRGHT
1448404	2011-12-07	Linn	Albany	34TH AVE	CALAPOOIA ST	STRGHT	PED	PED	INJ	CLR	DRY	DLIT		IN RDWY	PSNGR CAR	STRGHT
1457389	2012-02-17	Linn				STRGHT	PED	PED	FAT	CLD	WET	DARK		IN RDWY	PSNGR CAR	STRGHT
1465848	2012-01-06	Linn	Albany	ERMINE ST	PACIFIC BLVD	INTER	PED	PED	INJ	RAIN	WET	DAY	VEH HID	NO-YIELD	PSNGR CAR	TURN-L
1466652	2012-02-02	Linn	Albany	WASHINGTON ST	3RD AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		INATTENT	PSNGR CAR	TURN-L
1466897	2012-02-13	Linn	Albany	JEFFERSON ST	16TH AVE	STRGHT	PED	PED	INJ	CLD	DRY	DARK		IN RDWY	PSNGR CAR	STRGHT
1476931	2012-06-16	Linn	Millersburg	KNOX BUTTE AVE	OLD SALEM RD	INTER	PED	PED	INJ	CLR	DRY	DAY		CARELESS	PSNGR CAR	TURN-L
1479753	2012-06-02	Linn	Albany	1ST AVE	BROADALBIN ST	STRGHT	PED	PED	INJ	CLR	DRY	DAY	N-MTR	TOO-FAST	MTRCYCLE	STRGHT
1483654	2012-10-20	Linn	Albany	LYON ST	1ST AVE	INTER	PED	PED	INJ	CLD	DRY	DLIT		NO-YIELD	PSNGR CAR	TURN-L
1485548	2012-11-16	Linn	Albany	CALAPOOIA ST	PACIFIC BLVD	INTER	PED	PED	INJ	CLR	DRY	DLIT		INATTENT	PSNGR CAR	STRGHT
1486877	2012-12-17	Linn	Albany	PACIFIC BLVD	PINE ST	STRGHT	PED	PED	INJ	CLD	WET	DUSK		SPEED	PSNGR CAR	STRGHT
1488396	2012-08-23	Linn	Albany	MARION ST	QUEEN AVE	INTER	PED	PED	INJ	CLR	DRY	DAWN		NO-YIELD	PSNGR CAR	TURN-L
1488400	2012-02-28	Linn	Albany	ELLSWORTH ST	2ND AVE	INTER	PED	PED	INJ	CLR	DRY	DAY		NO-YIELD	PSNGR CAR	TURN-R
1490824	2012-10-27	Linn	Albany	16TH AVE	BURKHART ST	STRGHT	PED	PED	INJ	CLD	WET	DAY	N-MTR	IN RDWY	PSNGR CAR	STRGHT
1492547	2012-11-08	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	PED	PED	INJ	RAIN	WET	DUSK		IN RDWY	PSNGR CAR	TURN-L
1492979	2012-12-04	Linn	Albany	HILL ST	7TH AVE	INTER	PED	PED	INJ	RAIN	WET	DUSK		NO-YIELD	PSNGR CAR	TURN-L
1493174	2012-12-18	Linn	Albany	WAVERLY DR	14TH AVE	STRGHT	PED	PED	INJ	SLT	WET	DARK		IN RDWY	PSNGR CAR	STRGHT
1526528	2013-05-13	Linn	Albany	AIRPORT RD	ALBANY-JCT CITY HY	STRGHT	PED	PED	INJ	CLR	DRY	DLIT		IN RDWY	PSNGR CAR	STRGHT
1526812	2013-05-31	Linn	Albany	QUEEN AVE	WAVERLY DR	INTER	PED	PED	INJ	CLR	DRY	DAY	MTR WHLCHR	NO-YIELD	PSNGR CAR	TURN-L
1542268	2013-09-16	Linn	Albany	MARION ST	34TH AVE	INTER	PED	PED	INJ	CLR	DRY	DLIT	PHANTOM	INATTENT	PSNGR CAR	STRGHT
1545391	2013-11-04	Linn	Albany	34TH AVE	PACIFIC BLVD	STRGHT	PED	PED	INJ	RAIN	WET	DLIT		IN RDWY	PSNGR CAR	TURN-R
1546043	2013-11-06	Linn	Albany	COLUMBUS ST	34TH AVE	INTER	PED	PED	INJ	CLD	DRY	DAY	N-MTR		PSNGR CAR	STRGHT
1546064	2013-11-08	Linn	Albany	PACIFIC BLVD	12TH AVE	INTER	PED	PED	INJ	CLD	DRY	DAY		NO-YIELD	PSNGR CAR	TURN-L
1546258	2013-12-02	Linn	Albany	COLUMBUS ST	SANTIAM HWY	INTER	PED	PED	INJ	CLR	DRY	DARK		NT VISBL	PSNGR CAR	TURN-L
1546848	2013-12-13	Linn	Albany	MOUNTAIN VIEW DR	BARTLEY DR	CURVE	PED	PED	FAT	FOG	WET	DARK		OTHER	PSNGR CAR	STRGHT
1546997	2013-12-18	Linn	Albany	MAIN ST	SALEM AVE	INTER	PED	PED	INJ	CLD	WET	DLIT		NO-YIELD	PSNGR CAR	TURN-L
1547129	2013-12-23	Linn				STRGHT	PED	PED	INJ	FOG	DRY	DARK		IN RDWY	PSNGR CAR	STRGHT
1547407	2013-12-06	Linn	Albany	GEARY ST	14TH AVE	ALLEY	PED	PED	INJ	SNOW	SNO	DAY	CURB	NO-YIELD	PSNGR CAR	TURN-R

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle Type
1321181	2009-02-25	Linn	Albany	JACKSON ST	QUEEN AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR
1328420	2009-04-29	Linn	Albany	QUEEN AVE	GEARY ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR
1329971	2009-05-19	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	BIKE	TURN	INJ	CLD	WET	DAY		IMP-OVER	TURN-R	SEMI TOW
1331129	2009-05-18	Marion	Jefferson	JEFFERSON HY	MAIN ST	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		DIS--RAG	STRGHT	PSNGR CAR
1331680	2009-06-05	Linn	Albany	WAVERLY DR	SANTIAM HWY	ALLEY	BIKE	TURN	INJ	CLD	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1340374	2009-08-05	Linn	Albany	PACIFIC BLVD	37TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	NO-YIELD	STOP	PSNGR CAR
1345843	2009-09-10	Linn	Albany	SANTIAM HWY	WAVERLY DR	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		DIS--RAG	TURN-L	PSNGR CAR
1346597	2009-09-19	Linn	Albany	GEARY ST	QUEEN AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	DIS--RAG	STRGHT	PSNGR CAR
1349610	2009-10-06	Linn	Albany	PACIFIC BLVD	34TH AVE	INTER	BIKE	SS-O	INJ	CLR	DRY	DAY	N-MTR	NT VISBL	STRGHT	OTH BUS
1354854	2009-11-02	Linn	Albany	QUEEN AVE	INDUSTRIAL WAY	ALLEY	BIKE	TURN	INJ	CLD	DRY	DAY	N-MTR	NO-YIELD	TURN-R	PSNGR CAR
1355216	2009-12-01	Linn	Albany	14TH AVE	CLAY ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DLIT		DIS--RAG	TURN-L	PSNGR CAR
1355298	2009-11-30	Linn	Albany	GEARY ST	9TH AVE	INTER	BIKE	TURN	INJ	CLD	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR
1358700	2010-01-01	Linn	Albany	PACIFIC BLVD	QUEEN AVE	INTER	BIKE	ANGL	INJ	RAIN	WET	DLIT		NO-YIELD	STRGHT	PSNGR CAR
1360899	2010-02-05	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DARK		NO-YIELD	TURN-R	PSNGR CAR
1360935	2010-02-12	Linn	Albany	HILL ST	QUEEN AVE	INTER	BIKE	TURN	INJ	CLD	WET	DLIT		DIS--RAG	TURN-L	PSNGR CAR
1363256	2010-03-17	Linn	Albany	PACIFIC BLVD	CLEVELAND ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		LEFT-CTR	TURN-L	PSNGR CAR
1363344	2010-03-26	Linn	Albany	GEARY ST	14TH AVE	ALLEY	BIKE	TURN	INJ	CLD	DRY	DAY		LEFT-CTR	TURN-R	PSNGR CAR
1369802	2010-06-25	Benton	Albany	CROCKER LN	GIBSON HILL RD	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR
1371066	2010-04-16	Linn	Albany	PACIFIC BLVD	WASHINGTON ST	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	TURN-L	PSNGR CAR
1371935	2010-05-05	Linn	Albany	BURKHART ST	17TH AVE	INTER	BIKE	TURN	INJ	CLD	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR
1372634	2010-05-18	Linn	Albany	GEARY ST CONN	9TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		DIS--RAG	STRGHT	PSNGR CAR
1372638	2010-05-19	Linn	Albany	PACIFIC BLVD	29TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1373945	2010-06-15	Linn	Albany	CLAY ST	14TH AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		NT VISBL	STRGHT	PSNGR CAR
1376286	2010-07-03	Linn	Albany	CLAY ST	14TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		DIS--RAG	STRGHT	PSNGR CAR
1376922	2010-07-26	Linn	Albany	PACIFIC BLVD	36TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR
1380592	2010-08-30	Linn	Albany	FERRY ST	34TH AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR
1388755	2010-10-20	Linn	Albany	PACIFIC BLVD	19TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR
1398747	2010-07-14	Linn	Albany	WAVERLY DR	27TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1421947	2011-04-04	Linn	Albany	COLLEGE PARK DR	PACIFIC BLVD	INTER	BIKE	TURN	INJ	CLD	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1427520	2011-04-15	Linn	Albany	COLUMBUS ST	DEL RIO AVE	INTER	BIKE	ANGL	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR
1435327	2011-04-15	Linn	Albany	ELLSWORTH ST	PACIFIC BLVD	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		NO-YIELD	TURN-R	PSNGR CAR
1437971	2011-05-03	Linn	Albany	MADISON ST	7TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR
1438010	2011-05-07	Linn	Albany	CLAY ST	14TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1438487	2011-07-13	Linn	Albany	PACIFIC BLVD	18TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STOP	PSNGR CAR
1438537	2011-07-15	Linn	Albany	DAVIDSON ST	SANTIAM HWY	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	VEH HID	OTHR-IMP	STRGHT	PSNGR CAR
1438780	2011-07-18	Linn	Albany	LYON ST	6TH AVE	INTER	BIKE	TURN	INJ	CLD	DRY	DAY		IN RDWY	TURN-L	PSNGR CAR
1439489	2011-08-31	Linn	Albany	CLAY ST	SANTIAM HWY	INTER	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	TURN-R	PSNGR CAR
1439764	2011-09-02	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	DIS--RAG	STRGHT	PSNGR CAR
1440251	2011-09-14	Linn	Albany	LYON ST	4TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR
1440561	2011-09-10	Linn	Albany	ERMINE ST	PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR
1440573	2011-09-20	Linn	Albany	PACIFIC BLVD	36TH AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR
1440575	2011-09-22	Linn	Albany	ALBANY AVE	PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR
1442024	2011-12-12	Linn	Albany	ELLSWORTH ST	5TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR
1446984	2011-07-27	Linn	Albany	WAVERLY DR	QUEEN AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR
1447548	2011-09-23	Linn				INTER	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR
1447602	2011-10-01	Linn	Albany	CURTIS ST	KNOX BUTTE RD	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		IN RDWY	TURN-R	OTHER
1447909	2011-10-31	Linn	Albany	QUEEN AVE	HILL ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAWN		NO-YIELD	TURN-L	PSNGR CAR
1448209	2011-12-03	Linn	Albany	JACKSON ST	QUEEN AVE	INTER	BIKE	TURN	INJ	FOG	DRY	DLIT		NO-YIELD	TURN-L	PSNGR CAR
1448304	2011-12-16	Linn	Albany	GEARY ST	24TH AVE	INTER	BIKE	TURN	INJ	FOG	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR
1448352	2011-12-22	Linn	Albany	1ST AVE	RAILROAD ST	STRGHT	BIKE	ANGL	INJ	CLR	DRY	DARK	UNK FIXD	RECKLESS	STRGHT	PSNGR CAR
1471119	2012-04-02	Linn	Albany	GEARY ST	QUEEN AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		DIS--RAG	STRGHT	PSNGR CAR
1477520	2012-06-30	Linn	Albany	MADISON ST	PACIFIC BLVD	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		IN RDWY	TURN-R	PSNGR CAR
1479133	2012-07-11	Linn	Albany	SE GEARY ST	9TH AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1480768	2012-07-30	Linn	Albany	QUEEN AVE	SHERMAN ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	NO-YIELD	TURN-R	PSNGR CAR
1481255	2012-07-28	Linn	Albany	PACIFIC BLVD	COLUMBUS ST	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	NO-YIELD	UNK	PSNGR CAR
1484534	2012-10-08	Linn	Albany	9TH AVE	MADISON ST	STRGHT	BIKE	TURN	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR

ID	Date	County	City	Street Name	Intersecting Street Name	Road Character	Crash Type	Collision Type	Injury Severity	Weather Condition	Surface Condition	Light Condition	Crash Event	Crash Cause	Movement	Vehicle Type
1485003	2012-10-13	Linn	Albany	SE GEARY ST	SE PACIFIC BLVD	INTER	BIKE	ANGL	INJ	CLD	DRY	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR
1485133	2012-11-02	Linn	Albany	PACIFIC BLVD	BELMONT AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-L	PSNGR CAR
1485724	2012-11-28	Linn	Albany	9TH AVE	OAK ST	ALLEY	BIKE	TURN	INJ	CLD	WET	DAY		IN RDWY	TURN-L	PSNGR CAR
1487883	2012-09-02	Linn	Albany	GEARY ST	12TH AVE	STRGHT	BIKE	ANGL	INJ	CLR	DRY	DAY	CELL-POL	INATTENT	STRGHT	PSNGR CAR
1489697	2012-09-24	Linn	Albany	FERRY ST	QUEEN AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1489715	2012-09-25	Linn	Albany	QUEEN AVE	POWELL WAY	ALLEY	BIKE	TURN	INJ	CLR	DRY	DAWN	N-MTR	NO-YIELD	TURN-R	PSNGR CAR
1489865	2012-10-09	Linn	Albany	QUEEN AVE	THURSTON ST	INTER	BIKE	TURN	INJ	CLR	DRY	DUSK		NO-YIELD	TURN-R	PSNGR CAR
1493373	2012-12-30	Linn	Albany	ELM ST	QUEEN AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR
1511200	2013-03-18	Linn	Albany	MADISON ST	4TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	STRGHT	PSNGR CAR
1517325	2013-09-07	Benton	Albany	ALBANY-CORVALLIS HY	N ALBANY RD	STRGHT	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	STRGHT	PSNGR CAR
1522821	2013-05-09	Linn	Albany	ELLSWORTH ST	1ST AVE	INTER	BIKE	TURN	INJ	CLR	DRY	DAY	N-MTR	TOO-FAST	TURN-R	PSNGR CAR
1528635	2013-05-20	Linn	Albany	LAFAYETTE ST	QUEEN AVE	INTER	BIKE	TURN	INJ	RAIN	WET	DAY		IN RDWY	TURN-R	PSNGR CAR
1533892	2013-07-02	Linn	Albany	GEARY ST	QUEEN AVE	ALLEY	BIKE	TURN	INJ	CLR	DRY	DLIT		IN RDWY	TURN-R	PSNGR CAR
1537636	2013-07-05	Linn	Albany	BAIN ST	SANTIAM HWY	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1538579	2013-08-07	Linn	Albany	SE SANTIAM RD	SE PINE ST	INTER	BIKE	TURN	INJ	CLR	DRY	DAY		NO-YIELD	TURN-R	PSNGR CAR
1543029	2013-10-03	Linn	Albany	HILL ST	34TH AVE	INTER	BIKE	ANGL	INJ	CLR	DRY	DAY		IN RDWY	TURN-R	PSNGR CAR
1546419	2013-11-28	Linn	Albany	PACIFIC BLVD	MADISON ST	STRGHT	BIKE	ANGL	INJ	CLR	DRY	DAY	N-MTR	IN RDWY	STRGHT	PSNGR CAR

Crash Rate Calculations

Crash Rate Calculation

Study Intersection	Collision Type				Collision Severity			Total	Critical Crash Rate ^A (per MEV ^B)	Observed Crash Rate (per MEV*)	PM Peak Vol	TEV (PM Peak Vol*ADT Factor)	MEV	Category	Category	Population (based on control type)	Average Crash Rate per Population
	Rear	Angle	Turn	Other	PDO	Injury	Fatal										
Jefferson Hwy (OR 164)/North Avenue	4	0	1	1	2	4	0	6	0.64	0.39	763	8392.56	15.31642	3	1	Traffic Signal	0.4881692
Jefferson Hwy (OR 164)/Main Street	6	1	6	1	3	11	0	14	0.76	0.66	1056	11612.7	21.19318	1	2	All-way Stop Controlled	-
Jefferson Hwy (OR 164)/Scrael Hill Road	1	3	2	2	5	3	0	8	0.63	0.48	822	9043.32	16.50406	3	3	Two-way Stop Controlled	0.35828165
Jefferson Hwy (OR 164)/I-5 NB Ramps	2	0	4	1	2	5	0	7	0.65	0.47	738	8123.28	14.82499	3			
Jefferson Hwy (OR 164)/I-5 SB Ramps	1	0	2	3	3	3	0	6	0.71	0.58	518	5699.76	10.40206	3			
Century Drive/I-5 NB Ramps	0	0	2	3	3	2	0	5	0.90	1.00	248	2733.39	4.988437	3			
Old Salem Road/I-5 SB Ramps	1	0	1	5	5	2	0	7	0.65	0.47	744	8179.38	14.92737	3			
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	16	2	12	8	22	16	0	38	0.64	0.61	3115	34261.92	62.528	1			
Century Drive&I-5 NB Off Ramp/Knox Butte Road	3	3	4	2	5	7	0	12	0.55	0.37	1634	17968.5	32.79251	3			
Clover Ridge Road/Knox Butte Road	0	0	0	0	0	0	0	0	0.59	0.00	1077	11848.32	21.62318	3			
Scrael Hill Road/Knox Butte Road	1	6	1	1	1	8	0	9	0.74	0.99	454	4992.9	9.112043	3			
Scrael Hill Road/Santiam Highway (US 20)	3	1	0	4	4	4	0	8	0.61	0.42	959	10549.44	19.25273	3			
Fescue Street/Santiam Highway (US 20)	18	0	5	2	15	10	0	25	0.66	0.48	2620	28820	52.5965	1			
Airport Road/Santiam Highway (US 20)	16	4	5	0	11	14	0	25	0.65	0.43	2900	31900	58.2175	1			
Waverly Drive/Santiam Highway (US 20)	36	5	15	5	31	29	1	61	0.64	0.96	3170	34870	63.63775	1			
Waverly Drive/ Pacific Highway (OR 99E)	23	5	3	3	16	18	0	34	0.65	0.61	2795	30745	56.10963	1			
Queen Avenue/ Pacific Highway (OR 99E)	33	4	8	1	25	21	0	46	0.64	0.70	3285	36135	65.94638	1			
Waverly Drive/34th Avenue	7	0	4	0	6	5	0	11	0.71	0.35	1560	17160	31.317	1			
Pacific Highway (OR 99E)/53rd Avenue	3	0	1	1	3	2	0	5	0.69	0.13	1905	20955	38.24288	1			
Three Lakes Road/Seven Mile Lane	1	0	0	1	1	1	0	2	0.83	0.32	315	3466.98	6.327239	3			
Ellsworth Street (US 20)/1st Avenue	11	1	3	2	9	8	0	17	0.69	0.47	1820	20020	36.5365	1			
Ellsworth Street (US 20)/2nd Avenue	2	3	1	2	4	4	0	8	0.68	0.20	1965	21615	39.44738	1			
Lyons Street (US 20)/1st Avenue	5	12	1	3	15	6	0	21	0.68	0.53	1965	21615	39.44738	1			
Lyons Street (US 20)/2nd Avenue	7	7	1	3	9	9	0	18	0.69	0.47	1915	21065	38.44363	1			
Springhill Drive/ Albany-Corvallis Highway (US 20)	14	0	1	3	8	10	0	18	0.63	0.26	3455	38005	69.35913	1			
North Albany Road/ Albany-Corvallis Highway (US 20)	11	0	1	0	5	7	0	12	0.66	0.24	2495	27445	50.08713	1			
Scenic Drive/Albany-Corvallis Highway (US 20)	0	0	3	2	2	3	0	5	0.53	0.13	1969	21658.56	39.52687	3			
Scenic Drive/Gibson Hill Road	0	0	1	1	1	1	0	2	0.73	0.21	464	5105.1	9.316808	3			

Notes: **Bolded Red and Shaded** indicates a high crash rate compared to other similar intersections in the AAMPO area.

^A Critical crash rate calculated based on 95% confidence level.

^BMEV = Million entering vehicle

Adjustment of ADTs to AADTs

Location	Year	Direction	PM Peak	Daily (Week Average)	AADT Adjustment Factor
Seven Mile Lane (east of Columbus St)	2014	East	84.7	969.1	11.4415584
	2014	West	91.6	1117.9	12.2041485
Three Lakes Road (north of Midway Dr)	2014	North	57	635.2	11.1438596
	2014	South	62.2	716.2	11.5144695
Columbus St (north of Seven Mile Lane)	2014	North	343.4	3146.4	9.16249272
	2014	South	194.9	2887.9	14.8173422
Seven Mile Lane (south of Fry Rd) outside of boundary	2014	North	105.8	1515.2	14.3213611
	2014	South	139.2	1256	9.02298851
Three Lakes Road (north of Grand Prairie Rd)	2014	North	88.7	1123	12.6606539
	2014	South	107.7	1111.5	10.3203343
Three Lakes Road (south of Spicer Rd)	2013	North	226.7	2461	10.8557565
	2013	South	225.2	2438.5	10.8281528
Three Lakes Road (north of Grand Prairie Rd)	2013	North	110.7	1087.2	9.82113821
	2013	South	93.2	1095.3	11.7521459
Three Lakes Road (south of Spicer Rd)	2012	North	105.6	1233.4	11.6799242
	2012	South	78.4	963.1	12.2844388
Grand Prairie Rd (west of Three Lakes Rd)	2012	West	225.9	2536.7	11.229305
	2012	East	207.6	2504.3	12.0631021
North Lake Creek Dr (west of McFarland Rd)	2012	West	23	307.5	13.3695652
	2012	East	38.8	321.5	8.28608247
Scrael Hill Road (north of Knox Butte)	2011	North	78.7	799.8	10.1626429
	2011	South	71.8	770.7	10.7339833
Knox Butte (west of Scrael Hill Road)	2011	East	183.7	1720.1	9.36363636
	2011	West	122.3	1676.7	13.7097302
Knox Butte (east of Scrael Hill Road)	2011	East	135.4	1316.9	9.72599705
	2011	West	101	1364.1	13.5059406
Grand Prairie Rd (west of Spicer Dr) outside of boundary	2011	East	124	1216.3	9.80887097
	2011	West	79.7	998.2	12.5244668
Scrael Hill Road (north of Kamph Dr) outside of boundary	2011	North	95	884.5	9.31052632
	2011	South	65.2	840.3	12.8880368
Scrael Hill Road (south of Kamph Dr) outside of boundary	2011	North	67.7	673	9.94091581
	2011	South	54.7	658.5	12.0383912
Scrael Hill Road (south of OR 164)	2011	North	62.7	705.2	11.2472089
	2011	South	61.8	656.7	10.6262136
Kennel Rd (south of US 20 - near scrael hill rd)	2011	North	27.7	271.7	9.80866426
	2011	South	23.9	245.1	10.2552301
Old Salem Rd (near ATI Wah Change)	2011	South	245	2588.4	10.564898
	2011	North	217.4	2089.9	9.61315547
Old Salem Rd (north of I-5 Ramps)	2011	North	210.6	2069.6	9.82716049
	2011	South	304.6	3006.6	9.87065003
Old Salem Rd (west of I-5 Ramps to Jefferson)	2011	North	125.1	1149.6	9.18944844
	2011	South	134.4	1568.1	11.6674107
Old Salem Rd (in between I-5 Ramps to Jefferson)	2011	North	206.4	2656	12.8682171
	2011	South	154.4	1410.9	9.13795337

Year	Average AADT Adjustment Factor
2014	11.6609209
2013	10.8142983
2012	11.485403
2011	10.7662229
Total	11.0720038

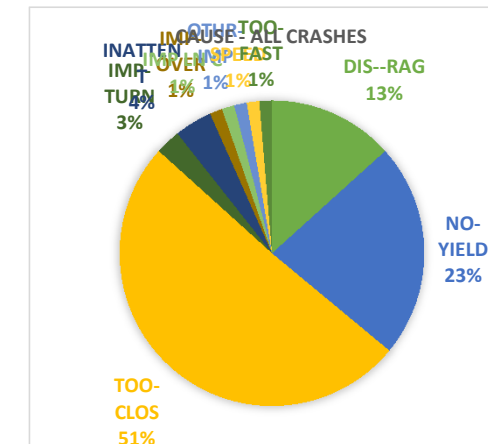
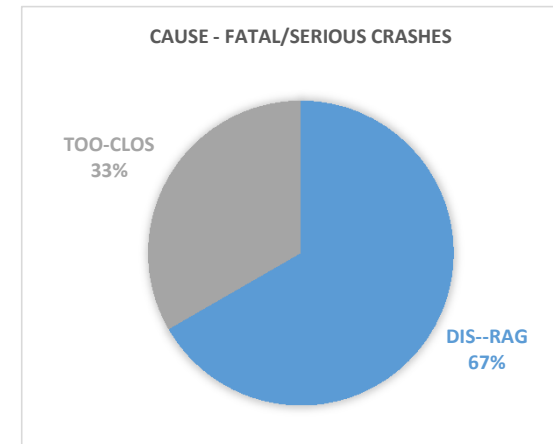
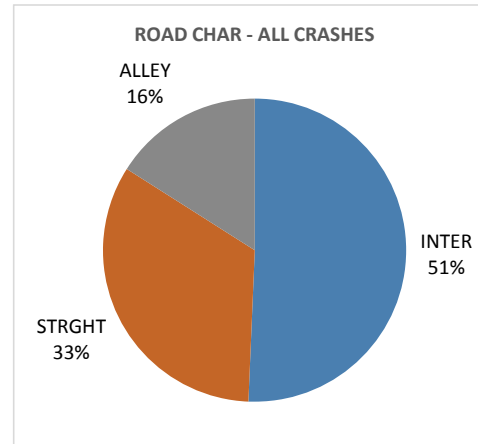
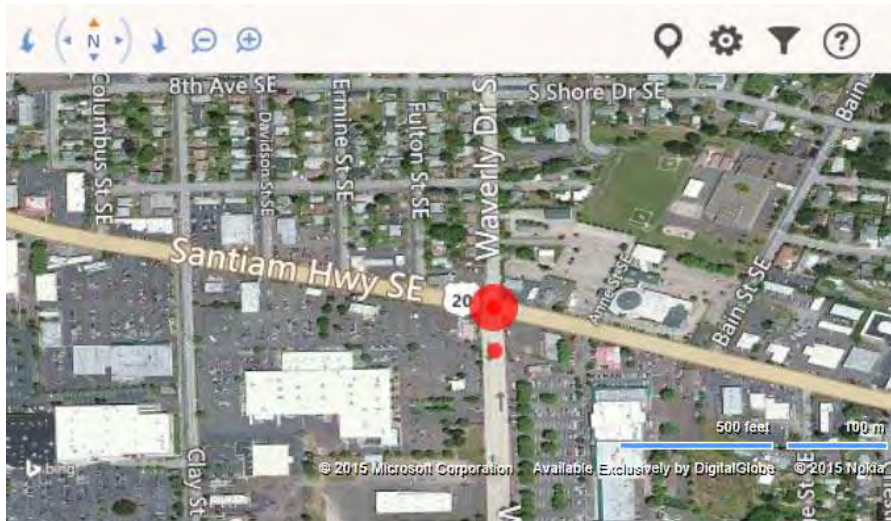
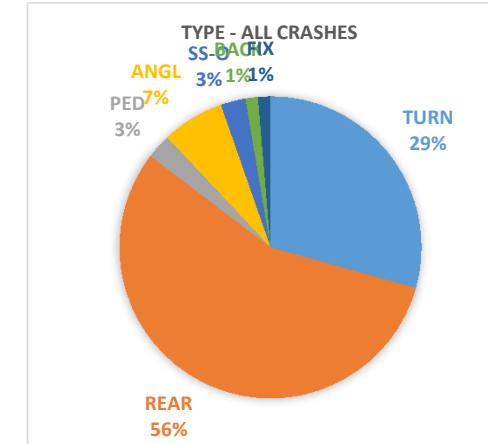
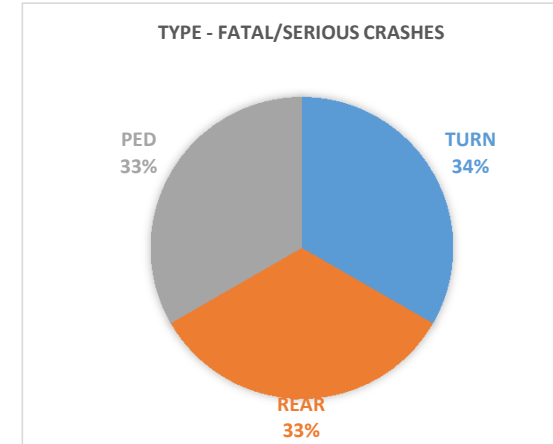
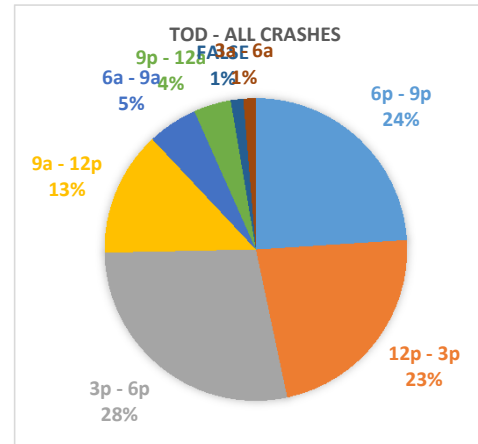
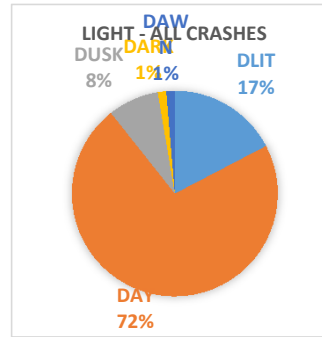
*Counts provided by Linn County, collected with the two tube counter Time Mark Traffic County system.

ODOT ARTS Crash Hot Spot Analysis

ARTS - Region 2

Hot Spot Cut Sheet

Location ID 8
Road Control URBAN HWY SYSTEM
County Linn
City Albany
Urban Area ALBANY UA
Route Name US 20
Route M.P. 0.4900001
Street Name SANTIAM HWY
Intersecting Street WAVERLY DR
Number of Crashes 75 (3 F&A)



Severe Crash Characteristics

Crash	Severity	Type - Event	Pave	Weather	Light	Cause	V1 Mvnt	V1 From	V1 To	V2 Mvnt	V2 From	V2 To	Ped Inv?	Bike Inv?	SPD/ALC/DRG	Date	ToD	Road Char
1326218	Inj A	REAR (FORCED)	DRY	CLR	DAY	TOO-CLOS	STRGHT	N	S	STOP	N	S	0	0	0 / 0 / 0	4/1/2009	3p - 6p	STRGHT
1345843	Inj A	TURN	DRY	CLR	DAY	DIS-RAG	TURN-L	E	S				0	1	0 / 0 / 0	9/10/2009	6p - 9p	INTER
1439257	Fatal	PED	DRY	CLR	DLIT	DIS-RAG	STRGHT	NW	SE				1	0	0 / 0 / 0	9/7/2011	6p - 9p	INTER

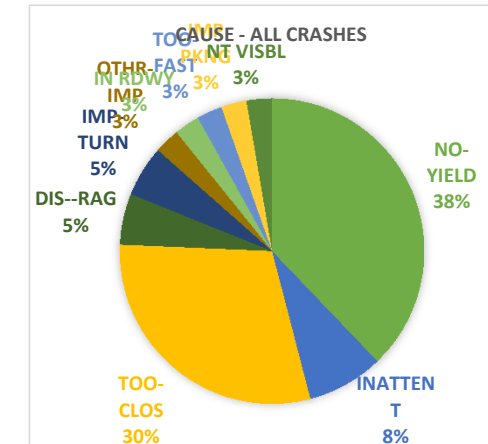
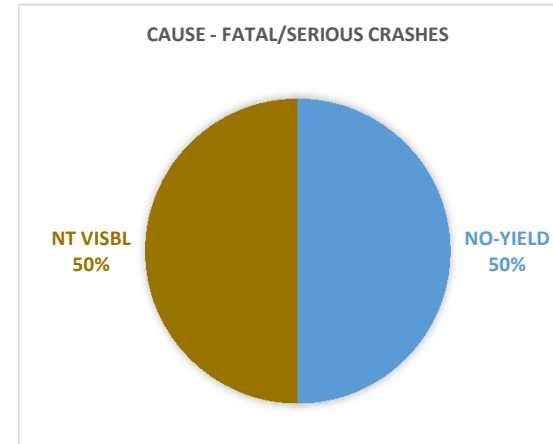
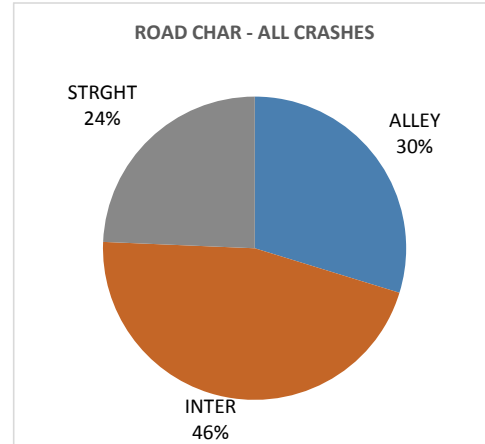
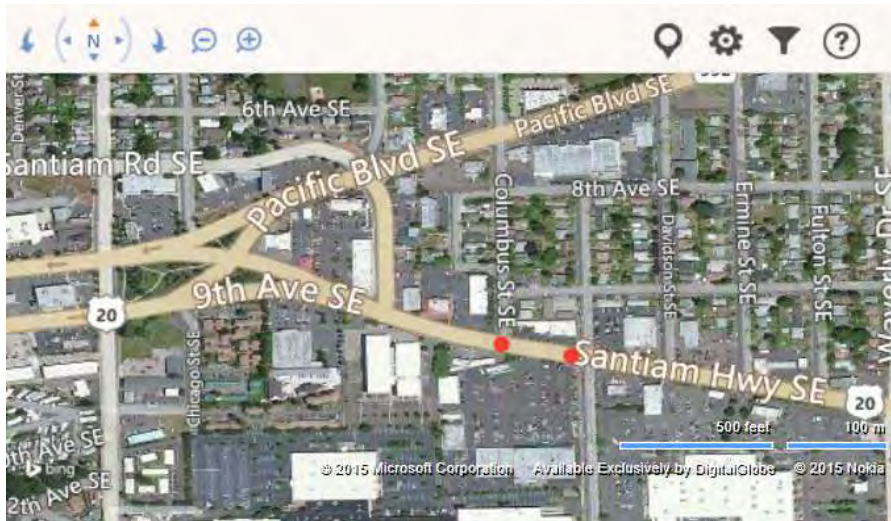
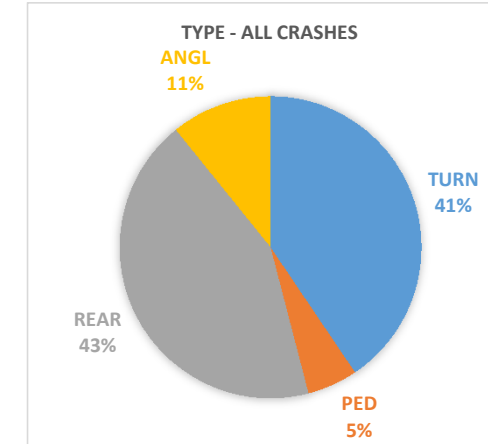
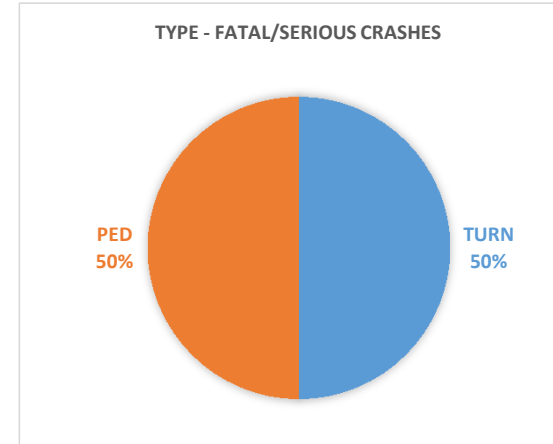
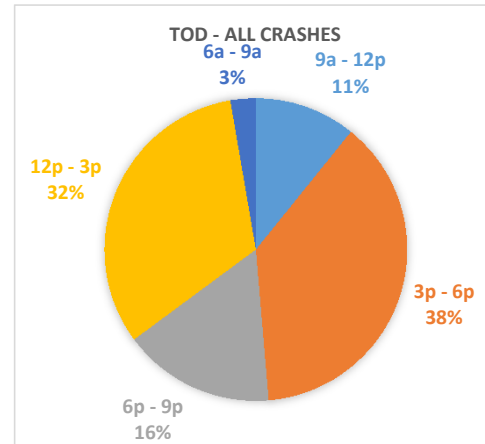
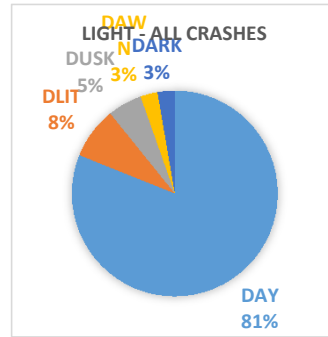
Countermeasures

ID	Description	Notes	Project Group #	Estimated Benefit	Estimated Cost	Estimated B/C Ratio	Other Notes
I2	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number		1	\$ 4,141,000.00	\$ 42,000.00	98.6	2013 SPIS Site: Adjusted coordination (2012) and added all red interval (2013). Monitor for
I1	Install Lighting at Intersection	Only 1 existing luminaire at intersection. Fatal pedestrian crash at night.	1	\$ 1,576,000.00	\$ 74,000.00	21.3	
H34	Provide a Raised Median, Urban Multi-Lane Road	Consider medians for access control along all approaches	1	\$ 3,240,000.00	\$ 307,000.00	10.6	
BP1	Install Pedestrian Countdown Timer(s)		1	\$ 2,164,000.00	\$ 8,000.00	270.5	

ARTS - Region 2

Hot Spot Cut Sheet

Location ID 67
Road Control URBAN CITY STREET
County Linn
City Albany
Urban Area ALBANY UA
Route Name 0
Route M.P. 0
Street Name CLAY ST
Intersecting Street SANTIAM HWY
Number of Crashes 37 (2 F&A)



Severe Crash Characteristics

Crash	Severity	Type - Event	Pave	Weather	Light	Cause	V1 Mvnt	V1 From	V1 To	V2 Mvnt	V2 From	V2 To	Ped Inv?	Bike Inv?	SPD/ALC/DRG	Date	ToD	Road Char
1388650	Inj A	TURN	DRY	CLR	DUSK	NO-YIELD	TURN-L	S	NW	STRGHT	NW	SE	0	0	0 / 0 / 0	11/3/2010	3p - 6p	ALLEY
1546258	Inj A	PED	DRY	CLR	DARK	NT VISBL	TURN-L	NW	N				1	0	0 / 0 / 0	12/2/2013	6p - 9p	INTER

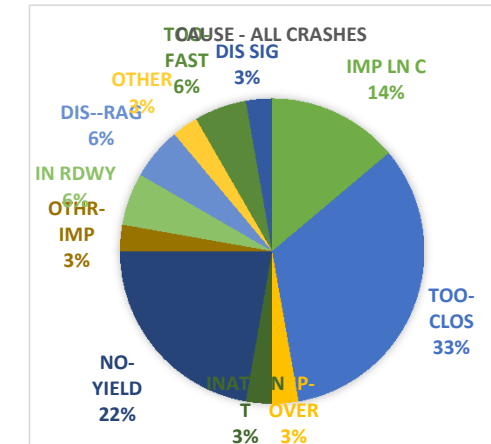
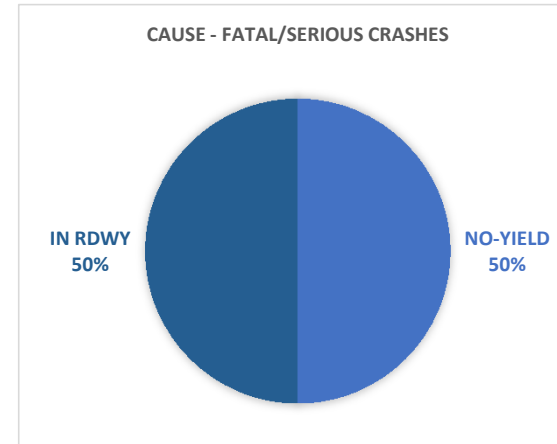
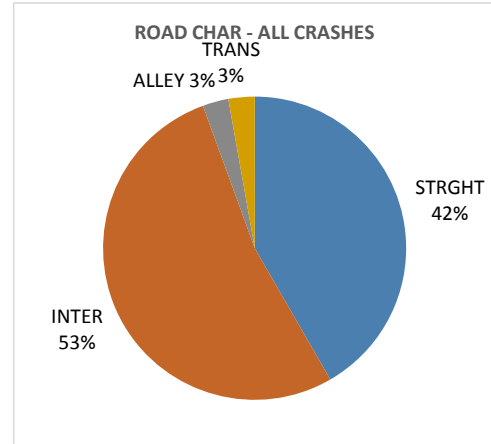
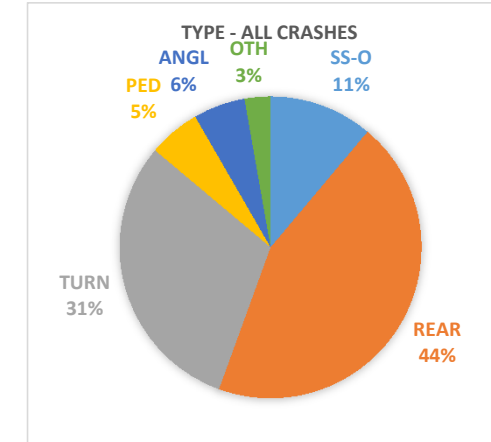
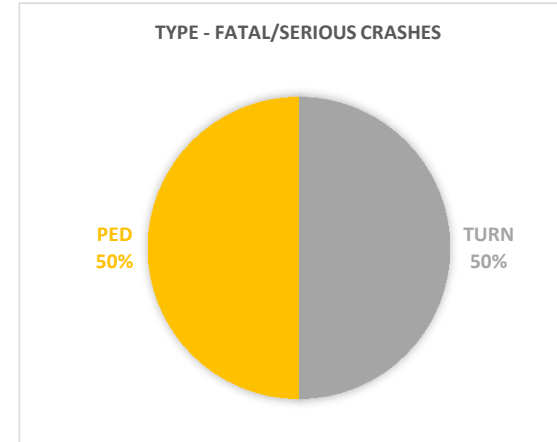
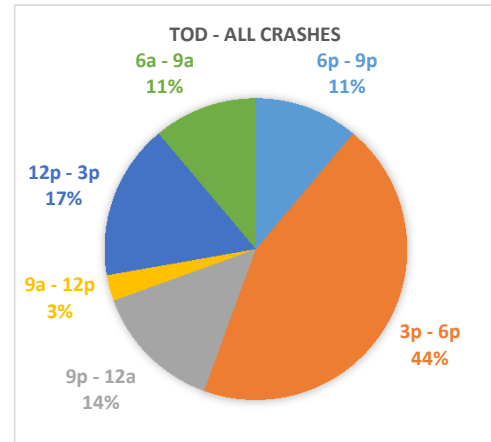
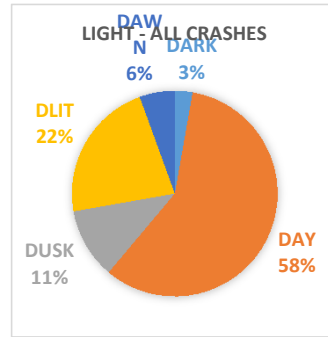
Countermeasures

ID	Description	Notes	Project Group #	Estimated Benefit	Estimated Cost	Estimated B/C Ratio	Other Notes
H27	Install Any Type of Median Barrier	East/West legs	1	\$ 2,221,000.00	\$ 279,000.00	8.0	1/3 crashes related to alleys/driveways
I5	Replace Urban Permissive Left Turns to Protected/Permissive	North/South	1	\$ 433,000.00	\$ 12,000.00	36.1	2013 SPIS Site: Change left turn phasing at Clay St, install 2070 controller and reflective backplates,
BP4	Install No Pedestrian Phase Feature with Flashing Yellow Arrow		1	\$ 1,010,000.00	\$ 1,000.00	1010.0	

ARTS - Region 2

Hot Spot Cut Sheet

Location ID 86
Road Control URBAN HWY SYSTEM
County Linn
City Albany
Urban Area ALBANY UA
Route Name OR 99E
Route M.P. 0.449999988
Street Name AIRPORT RD SE (FR)
Intersecting Street PACIFIC BLVD
Number of Crashes 36 (2 F&A)



Severe Crash Characteristics

Crash	Severity	Type - Event	Pave	Weather	Light	Cause	V1 Mvnt	V1 From	V1 To	V2 Mvnt	V2 From	V2 To	Ped Inv?	Bike Inv?	SPD/ALC/DRG	Date	ToD	Road Char
1484496	Inj A	TURN	DRY	CLR	DAY	NO-YIELD	TURN-L	NW	NE	STRGHT	SE	NW	0	0	0 / 0 / 0	10/5/2012	6a - 9a	INTER
1526528	Inj A	PED	DRY	CLR	DLIT	IN RDWY	STRGHT	SW	NE				1	0	0 / 0 / 0	5/13/2013	9p - 12a	STRGHT

Countermeasures

ID	Description	Notes	Project Group #	Estimated Benefit	Estimated Cost	Estimated B/C Ratio	Other Notes
H11A	Left Turn Lane on Single Major Road Approach, Urban, Signalized Intersection (4-leg)	Add left turn lane on Airport Rd (east leg). Restripe west leg to be a left and a thru/right	1	\$ 926,000.00	\$ 996,000.00	0.9	
I5	Replace Urban Permissive Left Turns to Protected/Permissive	East/West	1	\$ 495,000.00	\$ 12,000.00	41.3	
BP1	Install Pedestrian Countdown Timer(s)		1	\$ 2,164,000.00	\$ 8,000.00	270.5	
BP4	Install No Pedestrian Phase Feature with Flashing Yellow Arrow		1	\$ 1,329,000.00	\$ 1,000.00	1329.0	
I7	Install Actuated Advance Warning Dilemma Zone Protection System at High Speed Signals (Microwave Detection)	SB from freeway	1	\$ 459,000.00	\$ 54,000.00	8.5	

F: Environmental Considerations



MEMORANDUM #6 - PART I

DATE: September 1, 2015

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

FROM: Anneke Van der Mast, David Evans and Associates, Inc.

**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
Technical Memorandum #6: Environmental Analysis Part 1**

Introduction

The purpose of this report is to understand the existing environmental and cultural conditions and associated regulatory protections in place in the AAMPO study area to help inform the subsequent conceptual alternatives development process to identify transportation projects. This review provides a preliminary (i.e., “windshield”) level review only. Once transportation projects have been identified and the process moves forward with planning and design, site specific studies will be conducted to further identify and provide detail of resources within the study area of each identified project.

Methodology

Resources

The information gathered herein was taken primarily from published documents and maps and GIS data. Resources used are cited herein and included in a Bibliography on page 24. No site visits were conducted for the preparation of this memorandum.

Maps

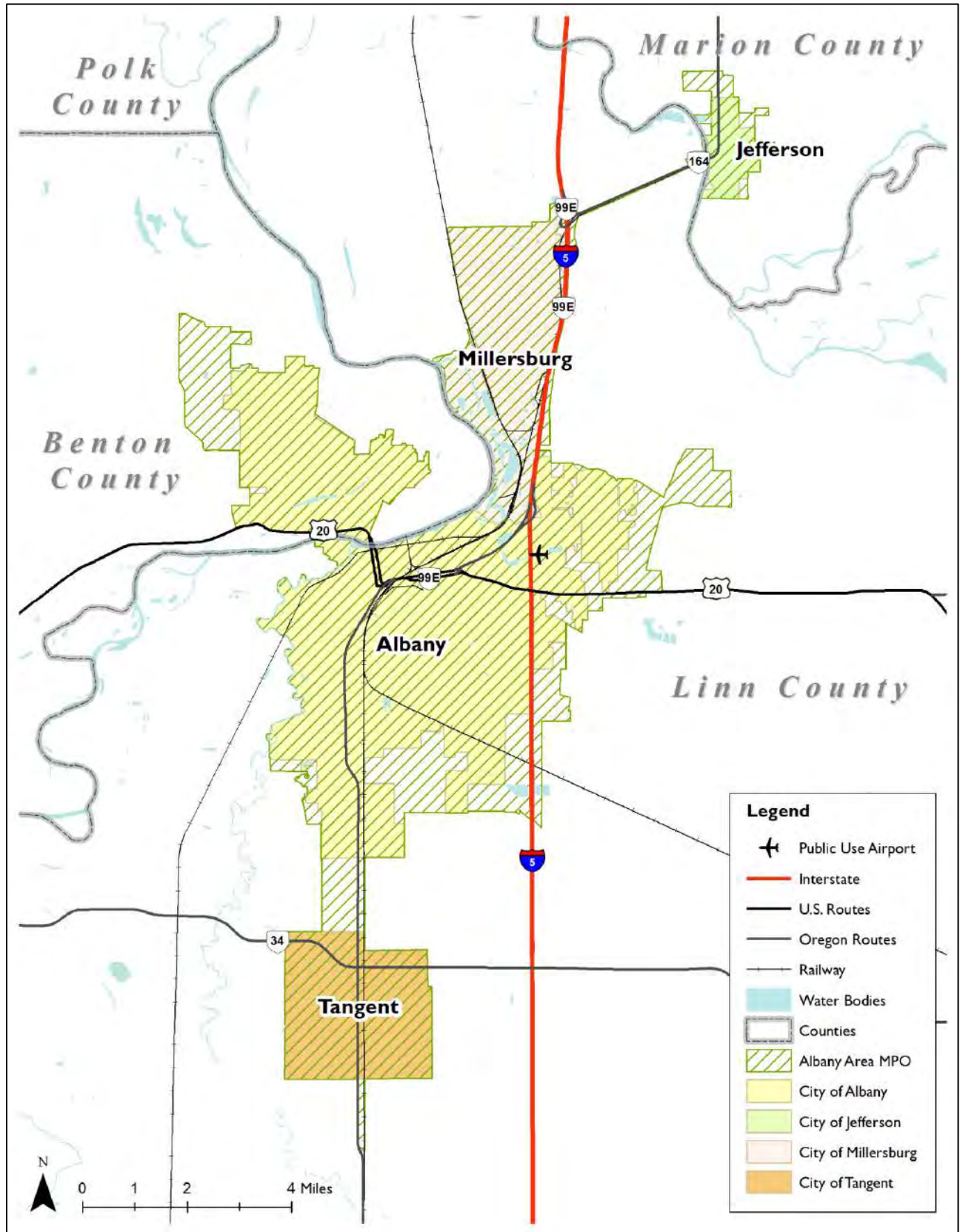
The maps following the narrative of this memo are for baseline informational purposes only and depict the extent of GIS data currently available; information that was not accessible by GIS may not be included. Therefore, the maps are not intended for and may not be suitable for legal, engineering, or surveying purposes.

Figure #	Map	Source (s)
2.A-2.C	State and Federal Threatened and Endangered Animal	ORBIC, Oregon GEO
3	Vegetation	NHWI, Oregon GEO
4	Wildlife Habitat Considerations	ODFW, Oregon GEO
5	Wetlands and Waterways	DEA, Oregon GEO, Oregon Wetlands Cover, USFWS
6	Hydric Soils	Oregon GEO, NRCS
7	Floodplains and 303(D) Streams	DEQ, Oregon GEO
8	Geological Hazards	DOGAMI, DEQ, Linn County, Marion County, Oregon GEO
9.A-9.C	Hazardous Materials	DEQ, Oregon GEO
10.A -10.B	Community Resources	City of Albany, DEQ, Linn County, Marion County, Oregon GEO, Oregon Scenic Bikeways
11.A-11.B	Historic Districts and NRHP Properties	City of Albany, SHPO, Oregon GE
12	Agricultural Soils	NRCS, Oregon GEO
13	Households Below Poverty	US Census (2008-12 ACS)
14	Percent Minority	US Census (2008-12 ACS)

Study Area

The area of analysis is the Albany area MPO area as depicted in Figure 1 and is referenced herein as the “study area”.

Figure I : AAMPO Area Map



Fish, Wildlife and Habitat

Threatened and Endangered Species

Under federal law, the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973 (Public Law 93-205, 16 United States Code § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous fish species. In addition to information about listed species, the USFWS Oregon Field Office maintains a list of Species of Concern.

Once a species is listed as a threatened or endangered (T&E) species, it is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise “taking” a species. A species is listed as one of two categories, endangered or threatened, depending on its status and the degree of threat it faces. An “endangered species” is one that is in danger of extinction throughout all or a significant portion of its range. A “threatened species” is one that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range. In some instances, the listing of a species can be avoided by the development of Candidate Conservation Agreements that may remove threats facing the candidate species. “Species of Concern” is an informal term under the federal listing that is not specifically defined in the federal ESA. The term commonly refers to species that are declining or appear to be in need of conservation.

Under state law (Oregon Revised Statutes 496.171 to 496.192) the Fish and Wildlife Commission, through the Oregon Department of Fish and Wildlife (ODFW), maintains the list of native wildlife species in Oregon that have been determined to be either threatened or endangered according to criteria set forth by rule (Oregon Administrative Rule [OAR] 635-100-0105). Plant listings are handled through the Oregon Department of Agriculture. Most invertebrate listings are conducted through the Oregon Natural Heritage Program.

Under Oregon’s Sensitive Species Rule (OAR 635-100-040), a “sensitive” species classification was created that focuses fish and wildlife management and research activities on species that need conservation attention. “Sensitive” refers to naturally reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats. Implementation of appropriate conservation measures to address the threats may prevent them from declining to the point of qualifying for threatened or endangered status.

Sensitive species are assigned one of two subcategories. “Critical” sensitive species are imperiled with extirpation from a specific geographical area of the state because of small population sizes, habitat loss or degradation, and/or immediate threats. Critical sensitive species may decline to the point of qualifying for threatened or endangered status if conservation actions are not taken. “Vulnerable” sensitive species are facing one or more threats to their populations and/or habitats. Although not currently imperiled with extirpation from a specific geographical

area of the state, vulnerable species could, however, become so with continued or increased threats to populations and/or habitats. For plants, there are no sensitive species candidates for listing as threatened or endangered.

The Oregon Biodiversity Information Center database search (ORBIC 2015) documents the federally listed and state listed T&E species within two miles of the Albany Area MPO. The ORBIC database search is summarized in **Error! Reference source not found.** and presented on Figures 2a-2c. ORBIC considers locality data to be sensitive and confidential. Because of the sensitivity of such information and the concern about possible misuse and misinterpretation, such data is subject to limited distribution and locations are only shown generally on the figures.

As shown in Table 1, in the study area there is one federally listed endangered species, Willamette Valley daisy, three federally-listed threatened species, Steelhead, Chinook Salmon and Oregon chub, and one federally listed as potentially threatened, the Streaked horn lark. There are two state-listed endangered species: the Peacock larkspur and Willamette Valley Daisy. There are also both state and federal species listed as sensitive or species of concern.

Table 1. ORBIC Database Search Results

Scientific Name	Common Name	Category	Federal Status	State Status	Notes
<i>Driloleirus macelfreshi</i>	Oregon giant earthworm	Invertebrate Animal	SOC		-
<i>Delphinium oregonum</i>	Willamette Valley larkspur	Vascular Plant	SOC	C	-
<i>Delphinium pavonaceum</i>	Peacock larkspur	Vascular Plant	SOC	LE	-
<i>Erigeron decumbens</i>	Willamette Valley daisy	Vascular Plant	LE	LE	-
<i>Lathyrus holochlorus</i>	Thin-leaved peavine	Vascular Plant	SOC	-	-
<i>Montia howellii</i>	Howell's montia	Vascular Plant		C	-
<i>Sidalcea campestris</i>	Meadow checker-mallow	Vascular Plant		C	-
<i>Actinemys marmorata</i>	Western pond turtle	Vertebrate Animal	SOC	SC	-
<i>Chrysemys picta</i>	Painted turtle	Vertebrate Animal		SC	-
<i>Eremophila alpestris strigata</i>	Streaked horned lark	Vertebrate Animal	PT	SC	-
<i>Haliaeetus leucocephalus</i>	Bald eagle	Vertebrate Animal	-	SV	Breeding Sites in Tangent
<i>Oncorhynchus mykiss pop. 33</i>	Steelhead (Upper Willamette River ESU, winter run)	Vertebrate Animal	LT	SV	Spawning and Rearing; Rearing and Migration
<i>Oncorhynchus tshawytscha pop. 23</i>	Chinook salmon (Upper Willamette River ESU, spring run)	Vertebrate Animal	LT	SC	Spawning and Rearing; Rearing and Migration
<i>Oregonichthys crameri</i>	Oregon chub	Vertebrate Animal	LT	SC	Year round fish
<i>Rana pretiosa</i>	Oregon spotted frog	Vertebrate Animal	C	SC	-

Acronyms: SOC = Species of Concern; PT= Proposed Threatened; LE = Listed Endangered; LT = Listed Threatened; SV = Sensitive-Vulnerable; SC = Sensitive-Critical; C Candidate for Listing as Threatened or Endangered)

Source: Oregon Natural Biodiversity Information Center (ONHIC) database, 2015

Habitat

Most of the Willamette Valley's native habitats including native prairies, savannahs, upland forest and woodland have been replaced by croplands and urban development (City of Albany, 1980). Urban development and agriculture have displaced most of the natural vegetation within the Albany Area MPO as shown on Figure 3. Vegetation within urban areas likely includes non-native trees and shrubs such as ornamental plantings and mowed grasses. Wildlife presence within urban landscapes depends on the availability of suitable habitat. Habitat loss, along with increasing habitat fragmentation, is a primary reason for species decline in urban environments. Overall, the Albany Area consists of approximately 69 percent urban development, 19 percent agriculture, with the remaining area including various types of forests, shrubland and wetlands. Palustrine Forest (NHWI). According to the Albany Comprehensive Plan, there are isolated stands of native Oregon Oaks and a mixture of deciduous and evergreen trees on the hillsides of North Albany and Knox Butte.

The following description is taken from the ODFW's Oregon Conservation Strategy (OCS) description for the Willamette Valley Ecoregion (ODFW 2006).

“Culturally, the Willamette Valley is a land of contrasts. Bustling urban areas are nestled within productive farmland. With Interstate 5 running its length, the Willamette Valley's economy is shaped by the transportation system and the flow of goods. With nine of the ten largest cities in Oregon, the Willamette Valley is the most urban ecoregion in Oregon. It also is the fastest-growing ecoregion. Pressure on valley ecosystems from population growth, land-use conversion, and pollution is likely to increase.

Since the 1850's, much of the Willamette Valley ecoregion has been altered by development (agricultural or urban), particularly affecting oak woodlands, oak savanna, grassland, riverine, and wetland habitats. The Willamette River has been disconnected from its floodplain, and much of the historic habitats have been fragmented. About 96 percent of the Willamette Valley ecoregion is privately owned, presenting challenges to conservation management”.

The OCS is conceptual framework for long-term conservation of Oregon's native fish, wildlife, invertebrates, and plants. The OCS emphasizes proactively conserving declining species and habitats to reduce the possibility of future federal or state listings. It is not a regulatory document, but instead presents issues and opportunities, and recommends voluntary actions that will improve the efficiency and effectiveness of conservation in Oregon. Strategy habitats in the Willamette Valley include oak woodland and savannah, riparian areas, grasslands (including Willamette Prairie), and wetlands. Table 2 identifies habitat areas and associated OCS species that may be found in them.

Table 2. Oregon Conservation Strategy (OCS) Species and Associated Habitats

Habitat	OCS
Oak Woodland/ Savannah	Acorn woodpecker (<i>Melanerpes formicivorus</i>)
	California myotis (bat) (<i>Myotis californicus</i>)
	Chipping sparrow (<i>Spizella passerina</i>)
	Common nighthawk (<i>Chordeiles minor</i>)
	Hoary bat (<i>Lasiurus cinereus</i>)
	Nelson's sidalcea (<i>Sidalcea nelsoniana</i>) ^a
	Pallid bat (<i>Antrozous pallidus</i>)
	Slender-billed (white-breasted) nuthatch (<i>Sitta carolinensis aculeata</i>)
	Wayside aster (<i>Aster vialis</i>)
	Western gray squirrel (<i>Sciurus griseus</i>)
Riparian	White rock larkspur (<i>Delphinium leucophaeum</i>) ^a
	American grass bug (<i>Acetropis americana</i>)
	Foothill yellow-legged frog (<i>Rana boylei</i>)
	Little willow flycatcher (<i>Empidonax traillii brewsteri</i>)
	Western blue bird (<i>Sialia mexicana</i>)
	Western purple martin (<i>Progne subis</i>)
	Yellow-breasted chat (<i>Icteria virens</i>)
Native Prairie	Bradshaw's desert parsley (<i>Lomatium bradshawii</i>)
	Fender's blue butterfly (<i>Icaricia icarioides fenderi</i>) ^a
	Golden paintbrush (<i>Castilleja levisecta</i>)
	Grasshopper sparrow (<i>Ammodramus savannarum</i>)
	Kincaid's lupine (<i>Lupinus sulphureus ssp. kincaidii</i>)
	Oregon vesper sparrow (<i>Pooecetes gramineus affinis</i>)
	Peacock larkspur (<i>Delphinium pavonaceum</i>)
	Streaked horned lark (<i>Eremophila alpestris strigata</i>) ^a
	Taylor's checkerspot (<i>Euphydryas editha taylori</i>)
	Western meadowlark (<i>Sturnella neglecta</i>)
	White-topped aster (<i>Aster curtus</i>) ^a
	Willamette daisy (<i>Erigeron decumbens var. decumbens</i>)
Wetlands	Dusky Canada goose (<i>Branta canadensis occidentalis</i>)
	Howellia (<i>Howellia aquatilis</i>)
	Northern red-legged frog (<i>Rana pretiosa</i>)
	Short-eared owl (<i>Asio flammeus</i>)
	Western painted turtle (<i>Chrysemys picta belli</i>) ^a
	Willamette floater (freshwater mussel) (<i>Anodonta wahlametensis</i>)

^a Documented to occur within the last 25 years.

Conservation Opportunity Areas (COAs) were developed for the OCS to help identify priority areas for conservation actions that directly benefit wildlife and habitats. Generally, these are either areas of high biodiversity or areas with unique habitat values in which conservation actions would best meet the needs of OCS species and habitats. The study area includes the following COAs: the Willamette, Calapooia, and Santiam River Floodplains. These rivers are also Critical Habitat for Chinook salmon and Steelhead trout. There is also designated critical habitat for the Oregon Chub at ponds designated as the "Santiam I-5 Side Channels" along the Santiam River near Jefferson.

The three major rivers in the Albany MPO (Willamette, Calapooia, and Santiam) along with their tributaries provide linear habitat networks for fish and wildlife. ODFW, under the Oregon

Wildlife Movement Strategy and in partnership with other government agencies, identified wildlife linkages in Oregon. Such linkages are key movement areas for wildlife, emphasizing areas that cross paved roads. The wildlife linkages were based on the following criteria:

1. Whether the area falls within a COA
2. Whether the area falls within federal, state/county, or private ownership
3. Whether the area contains multiple species' linkages
4. Whether the area is designated by ODOT as a wildlife collision hotspot
5. Whether the area has a medium or high threat value
6. Whether the area has a medium or high species value

The wildlife linkages were identified for a specific focal species population, which included large game mammals, small- to medium-sized mammals, amphibians, and reptiles (ODFW, 2006). There are only two Wildlife linkages in the study area, both are low-priority. One is for small mammals along the Corvallis-Lebanon Highway at the northwest edge of Tangent, and the other is for large mammals along OR-99 in the southeast corner of Albany as shown on Figure 4.

Regulatory Considerations

To preserve wildlife, fisheries, and habitats, a number of federal and state programs and regulations have been put into place, including the following:

- Section 7 of the ESA provides protection for federal listed fish, wildlife, and plant species, and designated critical habitat. The Act outlines procedures for federal agencies to follow when taking actions that may jeopardize listed species, and contains exceptions and exemptions.
- The Magnuson-Stevens Fisheries Conservation Management Act governs the conservation and management of ocean fishing and protects anadromous fish habitat.
- The Migratory Bird Treaty Act prevents the taking, killing or possessing of migratory birds. If construction cannot occur outside the nesting season, then nest removal should occur prior to eggs or young being present. A take permit can be issued, but early coordination is recommended.
- The Bald and Golden Eagle Protection Act prohibits the taking or possession of and commerce in bald and golden eagles, with limited exceptions.
- ODFW – Oregon laws ([ORS] 509.580 through 910 and in [OAR] 635, Division 412) regulate artificial obstructions located in waters in which native migratory fish are currently, or were historically, present. Native migratory fish include native salmon, trout, lamprey, sturgeon, and suckers, as well as a few other species. The fish passage requirements are triggered by the following events – installation, major replacement, or abandonment of the artificial obstruction.
- Section 404 of the federal CWA enables the U.S. Army Corps of Engineers to regulate fill, including pilings and other structures, within Waters of the United States.
- The Oregon Removal/Fill Act enables the State of Oregon to regulate fill or removal within waters of the state.

- Local jurisdiction Goal 5 and natural resource development code land use overlays including: City of Albany Development Code: Article 6 Natural Resource Districts; Benton County Planning Division – Development Code, Chapter 87 Goal 5 Resources, Chapter 84 Greenway Management Overlay, Linn County Land Development Code Chapter 931; City of Tangent Section 5.133 Clearing and Grading; City of Jefferson Chapter 12.88 Site Plan Review.

Wetlands, Floodplains and Water Resources

Wetlands

The Willamette Valley contains considerable acreage of wetlands, from high value/functioning wetlands to farmed wetlands that typically provide lower ecological function. Table 3 shows wetland and waterway acreages within the study area, including acreage of high value wetlands. It should be noted that farmed wetlands typically do not show up in Wetland Inventories or similar GIS mapping sources and therefore the acreage of wetlands may be higher than noted in Table 3. Supplemental hydric soils information can be used to identify the potential for wetlands to occur in these areas.

Existing, readily available geographic information system (GIS) data was used to document the quantity and type of wetlands and waterways within the study area. The primary source of wetland GIS data was the Oregon Wetland Coverage (OWC) shapefile from the Oregon Wetlands Geodatabase which provides the most comprehensive dataset available for the location and composition of the state's wetlands. The OWC includes a dataset for National Wetlands Inventory mapping. In addition, wetlands of high value were identified. Specifically, high-value wetlands were considered to be wetlands that met any of the following criteria:

- Provide critical habitat for endangered species
- Are located in a protected area (for example, city park, USFWS Refuge, and so forth)
- Are locally significant wetlands (as determined by local planning code Local Wetland Inventory designations)
- Are wetlands that occur within areas designated as “wetland priority sites”
- Are area mapped as wetland mitigation banks and areas enrolled in the Wetland Reserve Program (WRP).

Table 3 Wetlands and Related Resources within Albany Area MPO (approximate acreage)

Type	Approximate Acreage
Wetlands	2,270
High Value Wetlands	1,195
Hydric Soils	6,924

Regulatory Considerations

In the State of Oregon, wetlands and waterways are regulated by federal and state agencies. Local jurisdictions may also regulate these resources and/or associated buffers as part of natural resource zoning overlays. Regulations typically focus first on avoiding impacts to the greatest extent practicable. Where resources cannot be avoided then impact minimization and mitigation is typically required. Impacts to wetlands and waterways will likely require permits from the following agencies:

- U.S. Army Corps of Engineers (Section 404 of CWA and Section 10 of the Rivers and Harbors Act)
- Oregon Department of State Lands (State Removal-Fill Law)
- Local jurisdiction development applications for natural resources and floodplain overlays.

Floodplains

Acting through the local planning agencies, the Federal Emergency Management Agency (FEMA) regulates development within Regulated Floodways and Special Flood Hazard Areas (SFHA). A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. SFHA are defined as the areas that will be inundated by the flood event having a one-percent chance of being equaled or exceeded in any given year. The one-percent annual chance flood is also referred to as the base flood or 100-year flood. There are several large rivers and smaller tributaries and streams that are susceptible to flooding events in the Albany Area MPO. The flooding of these waterways may threaten life and safety and can cause significant property damage. FEMA-designated SFHA in the study area are displayed in Figure 7 and include the Willamette, Calapooia, and Santiam rivers and Oak Creek.

Regulatory Considerations

Local jurisdictions implement FEMA standards through floodplain zoning overlays. Typically documenting no-net rise in the floodway and/or or limited rise to one foot above base flood elevation in the floodplain is required through engineer certification. Additionally, floodplain impacts could require an amendment to the FEMA map panel associated with the area of improvement. Therefore, impacts to floodplains may require the following permits:

- Local jurisdiction floodplain development permit.
- FEMA Conditional Letter of Map Amendment and/or Letter of Map Amendment

Note: In July 2010 FEMA entered a settlement agreement with the Audubon Society of Portland, North West Environmental Defense Center, the National Wildlife Federation, and Association of Northwest Steelheaders under US District Court for the District of Oregon to provide measures to comply with the ESA. As a result of that judgment, FEMA submitted a Program Level Biological Assessment for the NFIP, Oregon State, February, 2013. A biological assessment outlines what an agency believes to be the biological consequences of its "action". NMFS will

respond to the biological assessment by issuing a “Biological Opinion” (BiOp) which will provide specific guidance for FEMA on what is required to fulfill the ESA. FEMA will then issue specific guidance to local governments to comply with the guidance in the BiOp. FEMA anticipates there will be a four-year implementation period for NFIP communities to conform to the new guidance once the BiOp is issued. Therefore, there will likely be changes in local floodplain management and therefore local jurisdiction floodplain zoning regulations in the 5- to 10-year horizon. The new requirements are likely to include regulations for a Riparian Buffer Zone for fish habitat and water quality purposes. As a result, depending on how each individual jurisdiction complies with State Goal 5 regulations and water quality standards, there will likely be other local development code amendments, specifically zoning overlay amendments and changing standards and procedures and possibly mitigation requirements for riparian corridors (DLCD, March 2014).

Water Quality and Stormwater Management

Stormwater runoff is water that originates from precipitation and then flows across the land as “runoff” rather than infiltrating into the ground. Stormwater management is important because the volume and timing of runoff can disrupt the hydrologic cycle of receiving waterways and contribute to flooding, cause erosion, and transport pollutants, thus impacting the water quality of receiving water bodies. Runoff from impervious surfaces, particularly roads, picks up and conveys pollutants such as heavy metals and petroleum products into streams. Water that flows over impervious surfaces and into streams without treatment negatively impacts stream health and wildlife habitat which along with removal of shade vegetation can alter the water temperature for priority aquatic species such as salmon.

A variety of techniques exist which can be used to manage stormwater and control erosion and sediment loss on new development sites. Stormwater runoff can be collected and conveyed through a highly varied drainage system composed of sheet flow, roadside ditches, curbs and gutters, inlets, and pipes that all drain to surface streams. Stormwater can be managed through maintenance of stormwater conveyance systems, through erosion control programs, spill response, intergovernmental partnerships, regulations and enforcement, and public education.

Every two years, ODEQ is required to assess water quality and report to the U.S. Environmental Protection Agency (EPA) on the condition of Oregon's waters of the federal CWA Section 305(b) (requiring a report on the overall condition of Oregon's waters) and Section 303(d) (requiring identification of waters that do not meet water quality standards and need a Total Maximum Daily Load [TMDL]). TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet Oregon water quality standards. A waterbody may have multiple TMDLs for example one for mercury, one for lead, and for copper. TMDLs apply to both point (such as a pipe outfall) and non-point (stormwater runoff) sources, and include a factor of safety to account for uncertainty and allow for some future discharges into the water body.

The most recent report ODEQ completed and submitted to the EPA was in 2010. The Report includes an assessment of each water body where data is available and a list of waters identified under Section 303(d) as water quality limited and requiring a TMDL and also a delisting of waters previously identified as 303(d). The listings and de-listings were approved by the EPA on March 15, 2012; however the EPA proposed adding other waters to Oregon’s 303(d) list therefore additional updates to the 303(d) list are anticipated. Waters may be added to the 303(d) list based on new data, application of new or revised water quality standards, or information showing water quality has declined. Waters may be removed from the 303(d) list when TMDLs or other control measures have been established that are expected to improve water quality, when data show water quality has improved, and in some cases when water quality standards are revised.

Table 4 provides the ODEQ 2010 303(d) list for the study area which is also shown in Figure 7. Within 10 years of its listing, ODEQ develops TMDL levels for each stream and pollutant on the 303(d) list. Local governments are responsible for working with ODEQ to develop and implement recovery plans once a water body has been listed and/or TMDLs have been established.

Table 4. Water quality limited, 303(d) list, TMDL needed

StreamName	Pollutant	Season	Affected
Willamette River	Dissolved Oxygen	Year Round (Non-spawning)	Cool-water aquatic life
Willamette River	Dissolved Oxygen	October 15 - May 15	Salmon and steelhead spawning
Willamette River	Biological Criteria	Year Round	Resident fish and aquatic life
Willamette River	Mercury	Year Round	Human health
Willamette River	Lead	Year Round	Aquatic life
Willamette River	Iron	Year Round	Aquatic life
Willamette River	Copper	Year Round	Aquatic life; Human health
Willamette River	Iron	Year Round	Aquatic life
Unnamed Stream	Dissolved Oxygen	Year Round (Non-spawning)	-
Unnamed Stream	Dissolved Oxygen	January 1 - May 15	-
Santiam River	Dissolved Oxygen	October 15 - May 15	Salmon and steelhead spawning
Santiam River	Mercury	Year Round	Human health
Periwinkle Creek	Biological Criteria	Year Round	Aquatic life
Calapooia River	Dissolved Oxygen	January 1 - May 15	Resident trout spawning
Calapooia River	Iron	Year Round	Aquatic life
Calapooia River	Biological Criteria	Year Round	Aquatic life
Calapooia River	Lead	Year Round	Aquatic life

Each agency, such as ODOT and local jurisdictions, have their own requirements and processes for documenting and determining water quality flow rates and treatment requirements. ODOT’s criteria require transportation projects to treat all ODOT contributing impervious area for projects. The project’s contributing impervious area consists of all impervious surfaces within the project limits in addition to impervious surface owned or operated by ODOT outside the project limits that drains to the project via direct flow or discreet conveyance.

Regulatory Considerations

Municipal stormwater is regulated in accordance with the CWA through the National Pollutant Discharge Elimination System (NPDES) administered by the Oregon Department of Environmental Quality (ODEQ). ODEQ currently regulates municipal stormwater discharges for 19 communities with populations less than 100,000, Phase II communities, under Municipal Separate Storm Sewer System (MS4) individual permits. The Phase II of the federal stormwater rules (40 CFR 122.32) requires operators of small MS4s within the Urbanized Areas to be regulated under the NPDES stormwater program. Based on the 2010 census, the U.S. Census Bureau announced the updated, federally-defined ‘Urbanized Area.’ In Oregon, the Census now recognizes several incorporated cities that were not previously located within an Urbanized Area including Albany, Millersburg, Jefferson, Tangent and Linn County. The City of Tangent and Linn County, within the Albany UGB and outside of City of Albany limits, applied for a MS4 waiver. It is anticipated that Millersburg will apply for a permit. The City of Albany is regulated by an MS4 Permit Program.

For individual construction projects, a 1200-C Construction Stormwater Permit from the ODEQ for implementation of the CWA, Section 402 is required. CWA requires any applicant for a federal license or permit to conduct any activity which may result in any discharge into the navigable waters to obtain a 401 Water Quality Certificate from the state prior to the federal license or permit. This review is conducted in coordination with Joint Permit Applications with DSL and USACE.

Geologic & Natural Hazards

The State of Oregon has published a draft Oregon Natural Hazards Mitigation Plan (ONHMP) (May 2015) which identifies natural hazards in the state. The ONHMP is divided into eight regions. The Albany Area MPO is in Region 3 – the Mid/Southern Willamette Valley. According to the ONHMP, Region 3 is affected by 8 of the 11 natural hazards that affect Oregon communities; Coastal hazards, dust storms, and tsunamis do not directly affect this region. The eight natural hazards according to the ONHMP are:

Droughts: Though not as common in Region 3 as eastern areas of the state, a dry winter or spring could reduce community water supplies, affecting recreation, agriculture and the regional economy. As of July 2015, the Oregon Drought Council listed Linn, Benton and Marion counties as “Not Rated” for drought declaration.

Earthquakes: There are four types of earthquakes that could affect Region 3—shallow crustal events, deep intra-plate events within the subducting Juan de Fuca plate, the offshore Cascadia Subduction Zone (CSZ) Fault, and earthquakes associated with renewed volcanic activity. The CSZ is the chief earthquake hazard for the Mid/Southern Willamette Valley and an earthquake could induce landslide, liquefaction, and ground shaking. During an earthquake, lifelines such as electric power and gas could be affected by prolonged ground

shaking and roadways may be susceptible to landslide, rockfall, or liquefaction. Fault lines in the Albany Area MPO are shown on Figure 8.

Floods: Riverine and sheet flooding are the most common types of flooding events affecting the study area. The most damaging floods are typically in December and January, associated with La Niña events and are caused by rain on snow events and the backing up of tributaries that takes place. Floodplains in the study area are shown on Figure 7.

Landslides: Landslides tend to occur in areas with steeper slopes, weaker geology, and higher annual precipitation with rain-induced landslides occurring during winter months. Earthquakes may also trigger landslides. The study area is relatively flat therefore not as susceptible to landslides. Small areas of landslide deposits are shown on Figure 8.

Volcanoes: Volcanic activity may occur within the eastern areas of Lane, Linn, and Marion Counties that coincide with the crest of the Cascade mountain range outside the Albany Area MPO. Although most volcanic activity has local site impacts, ash fall can travel many miles.

Wildfires: Wildfire risk is low to moderate and usually happens in the late summer. The areas of greatest vulnerability for wildfires are where undeveloped areas interface with urban areas.

Windstorms: Windstorms can occur from winds traveling northeasterly from the Pacific Ocean. Additionally, strong winds from the south are also possible in this region and may cause the most damage. These storms generally impact buildings, utilities, tree-lined roads, transmission lines, residential parcels and transportation systems along open areas such as grasslands and farmland.

Winter Storms: Winterstorms typically affect the region annually with colder weather and higher precipitation. Sever winter storms occur about every four years.

Climate change can affect natural hazards. According to the ONHMP, hazards projected to be impacted by climate change in Region 3 include drought, wildfire, flooding and landslides. Additionally the ONHMP stated:

“Climate models project warmer drier summers and a decline in mean summer precipitation for Oregon. Coupled with projected decreases in mountain snowpack due to warmer winter temperatures, all eight regions are expected to be affected by an increased incidence of drought and wildfire. In addition, an increase in extreme precipitation is projected for some areas in this region and can result in a greater risk of flooding in certain basins; including an increased incidence of magnitude and return interval. Landslides in Oregon are strongly correlated with rainfall, so increased rainfall—in particular in extreme events—will likely trigger increased landslides. While winter storms and windstorms affect Region 3, there is insufficient research available indicating any change in the incidence of either in Oregon due to changing climate conditions.”

Regulatory Considerations

FEMA published Interim Final Rule 44 CFR Part 201, on February 26, 2002, which requires all states and local governments to develop natural hazards mitigation plans to be eligible for certain hazard mitigation grant programs, and in the case of the states, to be eligible for certain categories of disaster assistance. The State of Oregon has published a draft Oregon Natural Hazards Mitigation Plan (ONHMP) (May 2015). Additionally, according to Goal 7: Areas Subject to Natural Hazards, local governments need to adopt comprehensive plans that include inventories, policies and implementing measures to reduce risk to people and property from natural hazards. Linn, Benton and Marion Counties have Natural Hazards Mitigation Plans reducing risk from natural hazards and to help guide and coordinate mitigation activities throughout the counties. All local jurisdictions in the Albany Area MPO have floodplain overlay zoning and associated development and building standards.

Hazardous Materials

Activities involving hazardous materials have the potential to create and leave behind conditions that can be harmful to the environment and to people. Most of the land within the Albany Area MPO has been previously disturbed by urban and agricultural uses that may include undocumented spills, an accumulation of many years of roadway runoff, or use of chemical pesticides; therefore undocumented hazardous materials may be present. Mercury vapor lamps and treated timbers are also likely in the Albany Area MPO and would require special handling if they need to be removed or replaced.

In July 2015, federal and state databases were searched for identified hazardous waste sites and incidences in the study area. The following sites were identified:

- National Priority List (NPL)—List of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants. The following site in the Albany MPO Area is on the National Priority List:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany Oregon. Cleanup of the site
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)—Abandoned hazardous waste sites—“Superfund”: Three Superfund Sites are within the Albany MPO Area:
 - Teledyne Wah Chang (EPA ID: ORD050955848) 1600 Old Salem RD NE, Albany OR. Cleanup of the site
 - Absorbent Technologies (EPA IS ORN001003165), 140 SW QUEEN AVENUE, Albany OR
 - Black Dog Slough Transformer Dump Site (EPA IDOR0002195691) Black Dog Road adjacent to Willamette River, Albany OR.

Besides the Superfund sites, the ODEQ provides lists for ODEQ regulated or permitted sites with known or suspected releases of hazardous substances. These sites are shown on Figures 9a-9c and listed in Appendix A.

Table 5 ODEQ Regulated or Permitted Sites

ODEQ Program	Number of Sites
Environmental Cleanup Sites program (identifying, investigating, and remediating sites contaminated with hazardous substances.)	56
Hazardous Waste Generator	87
Leaking Underground Storage Tanks	237
Underground Storage Tanks	84
Solid Waste	3
TRAACS Tracking, Reporting and Administration of Air Contaminant	42
WQSI Water Quality	87

Regulatory Considerations

ODEQ, as authorized by the EPA, regulates hazardous waste in Oregon. ODEQ regulates hazardous waste by: enforcing existing environmental regulations; identifying management strategies that emphasize sound science and engineering; and working in partnerships with private industry and governmental groups to provide assistance and regulatory flexibility, while at the same time reducing pollution. Identifying permitted toxic release facilities is by the EPA as well as Oregon’s Statewide Planning Goals and Guidelines, Goal 6 Air, Water and Land Resource Quality which states:

“All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources.”

ODOT’s Hazardous Materials Program provides services, guidance and policies for managing hazardous materials as part of transportation projects including different phases of hazardous materials site assessment and waste characterization; and special provisions for management of contamination, hazardous material and waste, and related worker health and safety during construction.

Air Quality

The Land Conservation and Development Commission (DLCD), in 2011, adopted rules (OAR 660 - 044-000) setting targets to guide long range planning for Oregon’s largest urban areas to reduce greenhouse gas pollution (GHG) from auto travel. In addition to reductions from technology and state and federal actions, the rules call for local planners to explore ways to

reduce pollution from auto and light truck travel by 17 percent to 21 percent per person by the year 2035. Oregon's long term goal is to reduce the state's global warming pollution to 75 percent below 1990 levels by 2040 (HB 3543). The rules set targets for Oregon's six largest metropolitan areas - Portland, Salem-Keizer, Corvallis, Eugene-Springfield, the Rogue Valley and Bend. In May 2015, DLCD completed a required review of the rules and agreed the rules should be updated to set pollution reduction targets for the year 2040. Currently, DLCD is working with other state agencies (ODOT, DEQ and Oregon Department of Energy) to gather the technical information needed for updating the rules. Additionally, they will convene an advisory committee to advise the update, including looking at whether targets should be set for newly designated metropolitan areas including the Albany Area MPO.

The Transportation Planning Rule requires MPOs to “adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance.” The MPO can demonstrate that vehicle miles traveled per capita will decline by five percent over 20 years. Regional and local actions that reduce GHG emissions typically do so by reducing VMT per capita. For example, actions that reduce GHG emissions directly reduce air pollution, and most local and regional actions that reduce GHG also reduce VMT such as by shortening travel distances or shifting trips to other modes. Additional transportation related measure that reduces GHG and VMT may include:

- Expanding transit service;
- Compact, mixed use development;
- Expanding opportunities for walking and cycling;
- Managing parking more efficiently; and
- Expanding transportation options and incentives.

Regulatory Considerations

Currently MPOs with a population of 200,000 or greater and those with air quality concerns must comply with additional air quality planning requirements. These requirements are currently not applicable to the Albany Area MPO because the population is under 200,000 and not within an air quality nonattainment area¹. However, transportation plans, programs, and projects must conform to the state's air quality plan, known as the State Implementation Plan. The Oregon State Implementation Plan is the federally approved and enforceable plan by which the state identifies how it will attain and/or maintain the health-related primary and welfare-related secondary National Ambient Air Quality Standards described in Section 109 of the Clean Air Act and 40 Code of Federal Regulations 50.4 through 50.12. Outputs from the Corvallis, Albany, Lebanon travel demand model will be used to describe potential air quality impacts related to the AAMPO once transportation projects have been developed for the RTP.

¹ Nonattainment means that a geographic area has not consistently met the clean air levels set by the EPA in the National Ambient Air Quality Standards (NAAQS). Legal descriptions of these areas are available in Oregon Administrative Rules, [Chapter 340, Division 204-0010](#).

Scenic and Recreational Resources

Scenic and recreational resources include parks, trail corridors, and natural areas. These resources are identified within the Albany Area MPO on Figures 10a and 10b. The Willamette Scenic Bikeway, an Oregon State designated bikeway, extends from Salem to the Eugene area and runs through the Albany Area MPO. Most of the other scenic and recreational resources in the study area are in Albany and along water resources.

Regulatory Considerations

Local jurisdictions may have development code such as overlays that have standards for managing impacts to scenic and recreational resources.

For transportation projects that receive federal funds, Section 4(f) applies. Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Alternately, FHWA can make a finding that the project has a de minimis impact on the Section 4(f) property. A de minimis impact is one that will not adversely affect the activities, features, or attributes of the Section 4(f) property and a de minimis impact determination does not require analysis of feasible and prudent avoidance alternatives.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act addresses federally funded projects that propose to convert outdoor recreation property that was acquired or developed with LWCF grant assistance. Passed by Congress in 1965, the act established the LWCF, a matching assistance program that provides grants that pay half the acquisition and development cost of outdoor recreation sites and facilities. Section 6(f)(3) of the act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the prior approval of the U.S. Department of the Interior's National Park Service (NPS). Sites in the study area which received Section 6(f) funding include the list below. Impacts to Section 6(f) resources should be coordinated through the Oregon parks and Recreation Department.

BOWMAN PARK ACQUISITION
NORTH ALBANY PARK, PHASE 2
SUNRISE PARK – ACQUISITION

HILDERBRAND/ERMINE PARK
DEVELOPMENT
CITY PARK TENNIS COURTS

ALBANY WATERFRONT #4
ACQUISITION
WAVERLY PARK DEVELOPMENT
ALBANY WATERFRONT #5
CITY PARK RESTROOM (Tangnet)
BRYANT PARK LIGHTING
COLLEGE GREEN PARK
DEVELOPMENT
GRAND PRAIRIE PARK
DEVELOPMENT
MONTEITH RIVER PARK
DEVELOPMENT
DRAPER PARK PLAYGROUND
EQUIPMENT

PERIWINKLE BIKE PATH
CALAPOOIA FLOATING BRIDGE &
PATHS
ELEANOR HACKLEMAN PARK
PLAYGROUND
SWANSON PARK ACQUISITION
TAKENA PARK PLAYGROUND
NORTH ALBANY PARK –
DEVELOPMENT
NORTH ALBANY PARK, PHASE 2
RIVERVIEW HEIGHTS PARK
DEVELOPMENT
BOWMAN'S PARK DEVELOPMENT

Cultural Resources

The National Park Service establishes guidelines for listing resources in the National Register of Historic Places (NRHP). In order to be eligible for listing on the NRHP, a district, site, building, structure, or object must be 50 years of age or older, significant or physically connected with an important part of the past and have "integrity," (includes location, design, setting, materials, workmanship, feeling, and association) or closely resemble its historic appearance. Figures 11a and 11b identify surveyed NRHP resources in the AAMPO. These resources are also provided in Appendix B. There likely are additional historical sites that have not been surveyed or identified. Additionally, the locations of known archaeological sites are not disclosed to prevent tampering or scavenging of sites and unknown archaeological sites could be present in the AAMPO.

As shown on Figures 11a and 11b, most of the historic resources are clustered in Albany's downtown. The City of Albany has three historic districts: The Downtown Commercial District, Hackleman District, and Monteith District. According to the City of Albany's website, Albany was founded in 1848 and by 1878, downtown Albany boasted such business as grocers, dry-goods stores, a wagon dealer, cigar stores, butchers, livery stables, a tailor, a "shaving salon," shoe stores, a printer, saloons, hotels, an agricultural implement dealer, and a furniture dealer who doubled as an undertaker, in many of the buildings which still exist today.

Regulatory Considerations

Local governments are required by Goal 5 to adopt programs that will protect historic, cultural resources for present and future generations. Local jurisdictions have development code such as overlays that have standards for managing impacts to scenic and recreational resources through the development review process.

Federal regulations governing the protection of historic and cultural resources including (36 CFR 800) and Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), require state and local agencies to which the federal agency has delegated responsibility to avoid undertakings that adversely affect NRHP listed or eligible properties (see Chapter 7, Scenic and Recreational Resources).

Prime Farmland

The United States Department of Agriculture defines “prime farmland” as land that has the best combination of soil properties, growing season, and water supply needed for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. Prime farmland could be cropland, pastureland, rangeland, or forest land, but not developed urban land. Prime farmland, which is shown in Figure 12, can produce sustained, high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. Very specific technical criteria were established by Congress to identify prime farmland soils. The criteria includes adequate natural moisture content; specific soil temperature range, low susceptibility to flooding, low risk to wind and water erosion, minimum permeability rates, and low rock fragment content. There is also unique farmland which is land other than prime farmland that is used for the production of specific high value food and fiber crops when treated and managed according to acceptable farming methods.

An additional designation is farmland of statewide importance. Farmlands of statewide importance is land that can be prime farmland when treated and managed according to acceptable farming methods and may produce as high a yield as prime farmlands if conditions are favorable.

Oregon maintains a strong policy to protect farmland. The policy was adopted by the state legislature in 1973 (ORS 215.243). It calls for the “preservation of a maximum amount of the limited supply of agricultural land”. Oregon’s Statewide Planning Program protects agricultural land calls for counties and cities to:

- Inventory agricultural land
- Designate it in the comprehensive plan
- Adopt policies to preserve it
- Zone it Exclusive Farm Use (EFU)

EFU zoning limits development that could conflict with farming practices and keeps farmland from being divided into parcels too small for commercial agriculture. There is a statewide minimum lot size of 80 acres for farmland, unless counties can demonstrate through the application of specific standards that a lower minimum is appropriate. Each year, a few thousand acres of agricultural land are either rezoned and made available for development in rural parts of the State or included within urban growth boundaries (UGBs) in urbanizing areas. Most of the Albany Area MPO is within UGBs and/or developed for urban use. However, approximately 4,200 acres of land are still used for agricultural uses largely in areas outside of UGBs such as north and east of Albany and between Albany and Tangent.

Regulatory Considerations

Acceptable farm-related and nonfarm-related uses and their review standards must be consistent with the state listings and review standards found in ORS 215.283 and 215.13 as implemented through EFU zoning for local jurisdictions.

Community Resources and Environmental Justice

Community resources such as hospitals, child care facilities, schools and parks were mapped in the study area as shown on Figures 10a and 10b. Most of the resources are concentrated in the downtown Albany area. The Community Services Consortium serves Linn, Benton and Lincoln Counties and is a state-designated community action agency that focuses on day-to-day survival such as food, housing and skills development for low-income populations.

According to American Community Survey and Census Data, for the overall average AAMPO study area, there is a slightly higher percentage of household below poverty than the state (study area 16 percent versus state 15 percent) and a 5 percent lower percentage of minority populations.

Table 6 Households Below Poverty and Minority Populations

	% of households below poverty level	% of minority
AAMPO	16%	17%
Benton Co	21%	16%
Linn Co	16%	13%
Marion Co	16%	31%
Oregon	15%	22%

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of February 11, 1994, requires agencies undertaking federal actions, projects using federal funds, or projects that require federal permits to identify low-income and minority populations; assess whether high and adverse human health or environmental impacts would result from the alternatives; and ensure participation of low-income and minority populations in the transportation decision making process. The Federal

Highway Administration (FHWA) defines a disproportionately high and adverse impact on minority and low-income populations as one that:

- Is predominantly borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

EO 12898 states that agencies must consider whether human health effects, in terms of risks and rates, are significant or above accepted norms.

Additional underserved populations are the “transportation disadvantaged.” The “transportation disadvantaged” are those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. Projects receiving federal assistance must also evaluate impacts to these populations to comply with the Age Discrimination Act of 1975, Federal-Aid Highways Act, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990.

Regulatory Considerations

Applicable socioeconomic legislation and regulations include, but are not limited to, the following:

- Title VI of the Civil Rights Act of 1964
- EO 13166 (Improving Access to Services for Persons with Limited English Proficiency)
- Americans with Disabilities Act of 1990
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

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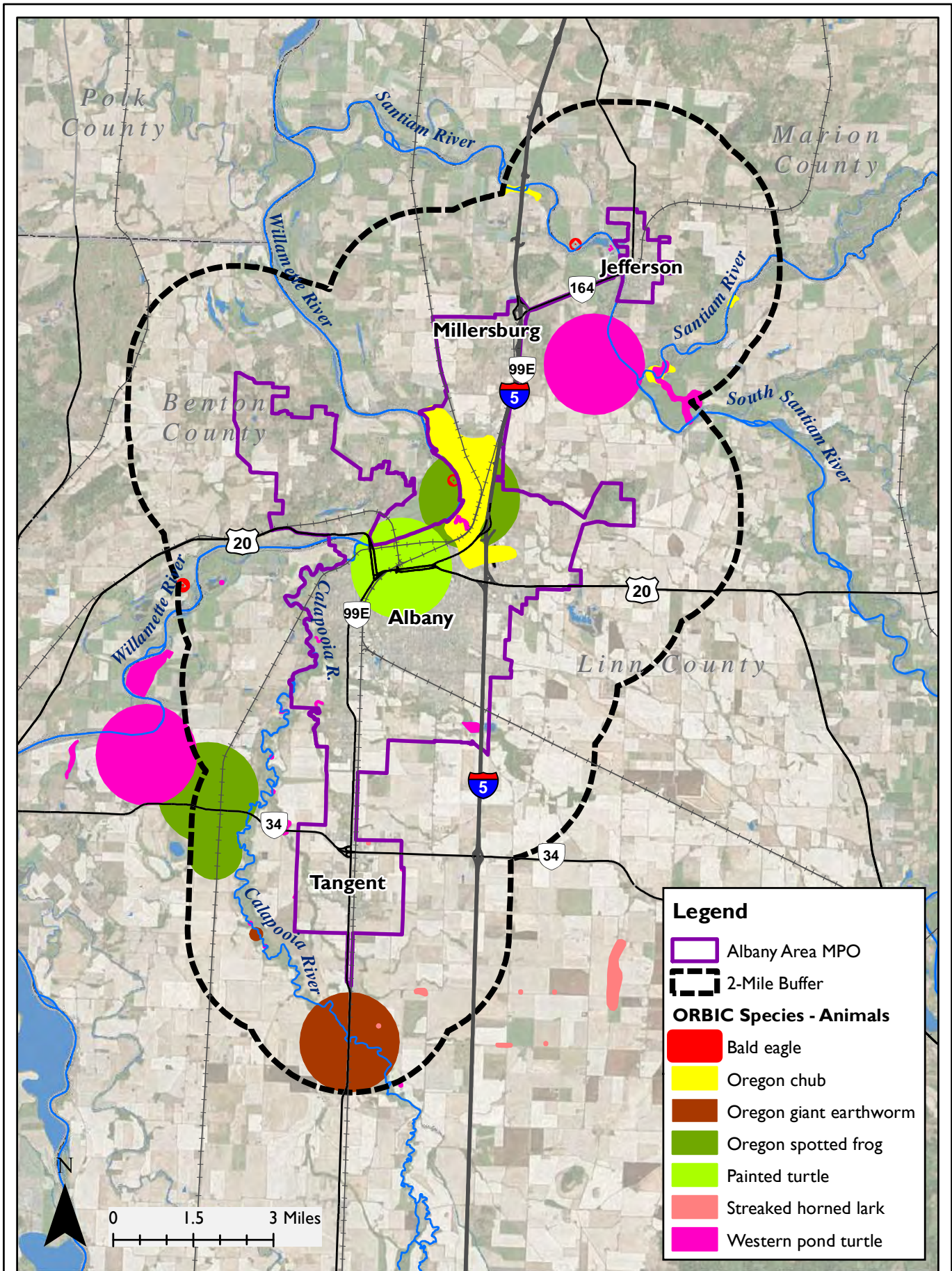
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FIGURES

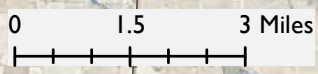


Legend

- Albany Area MPO
- 2-Mile Buffer

ORBIC Species - Animals

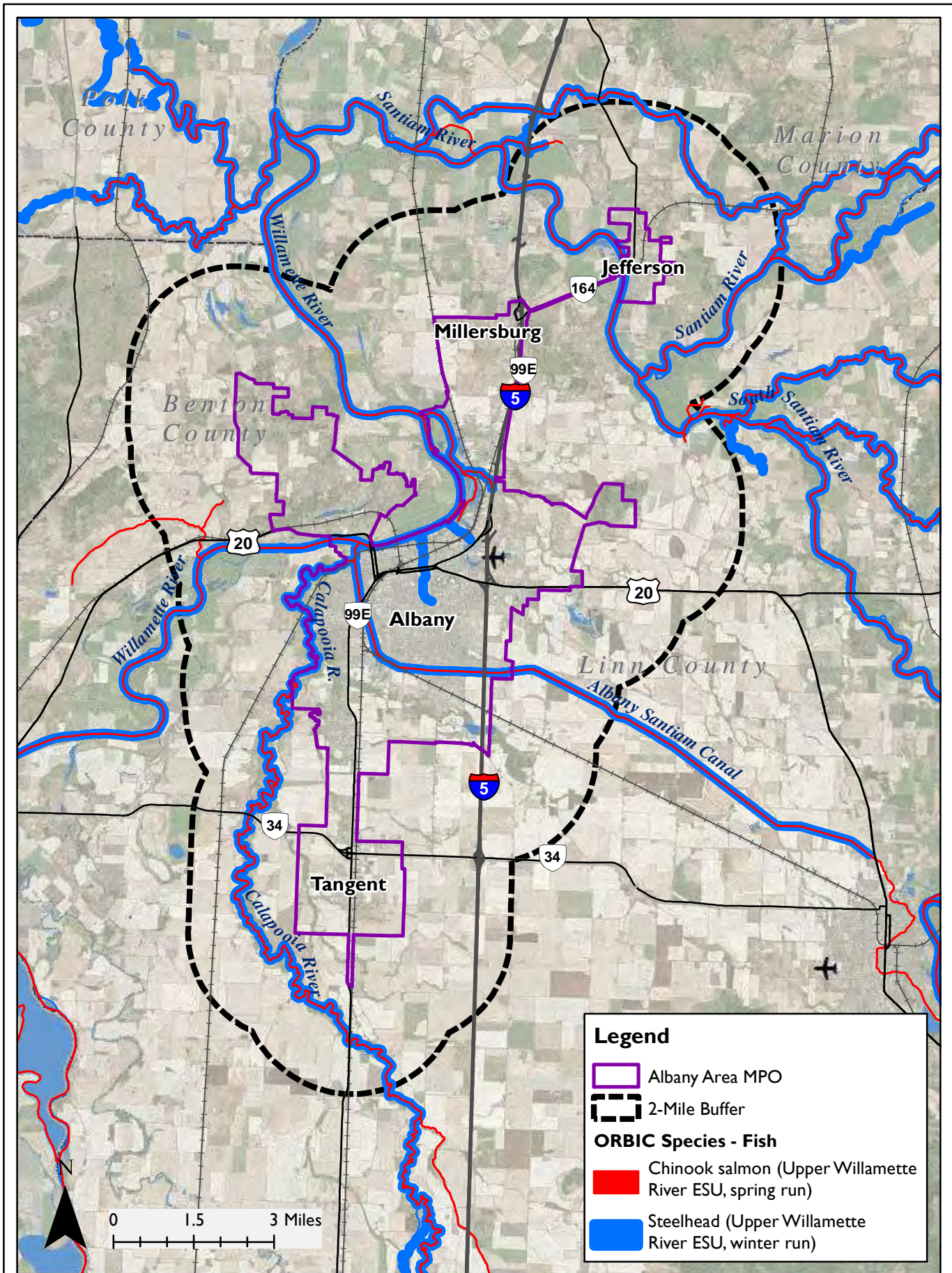
- Bald eagle
- Oregon chub
- Oregon giant earthworm
- Oregon spotted frog
- Painted turtle
- Streaked horned lark
- Western pond turtle



State and Federal Threatened and Endangered Animal Species - Albany Area MPO

Data Sources: ORBIC, Oregon GEO

Figure 2.A



State and Federal Threatened and Endangered Fish Species - Albany Area MPO

Figure 2.B

Data Sources: ORBIC, Oregon GEO



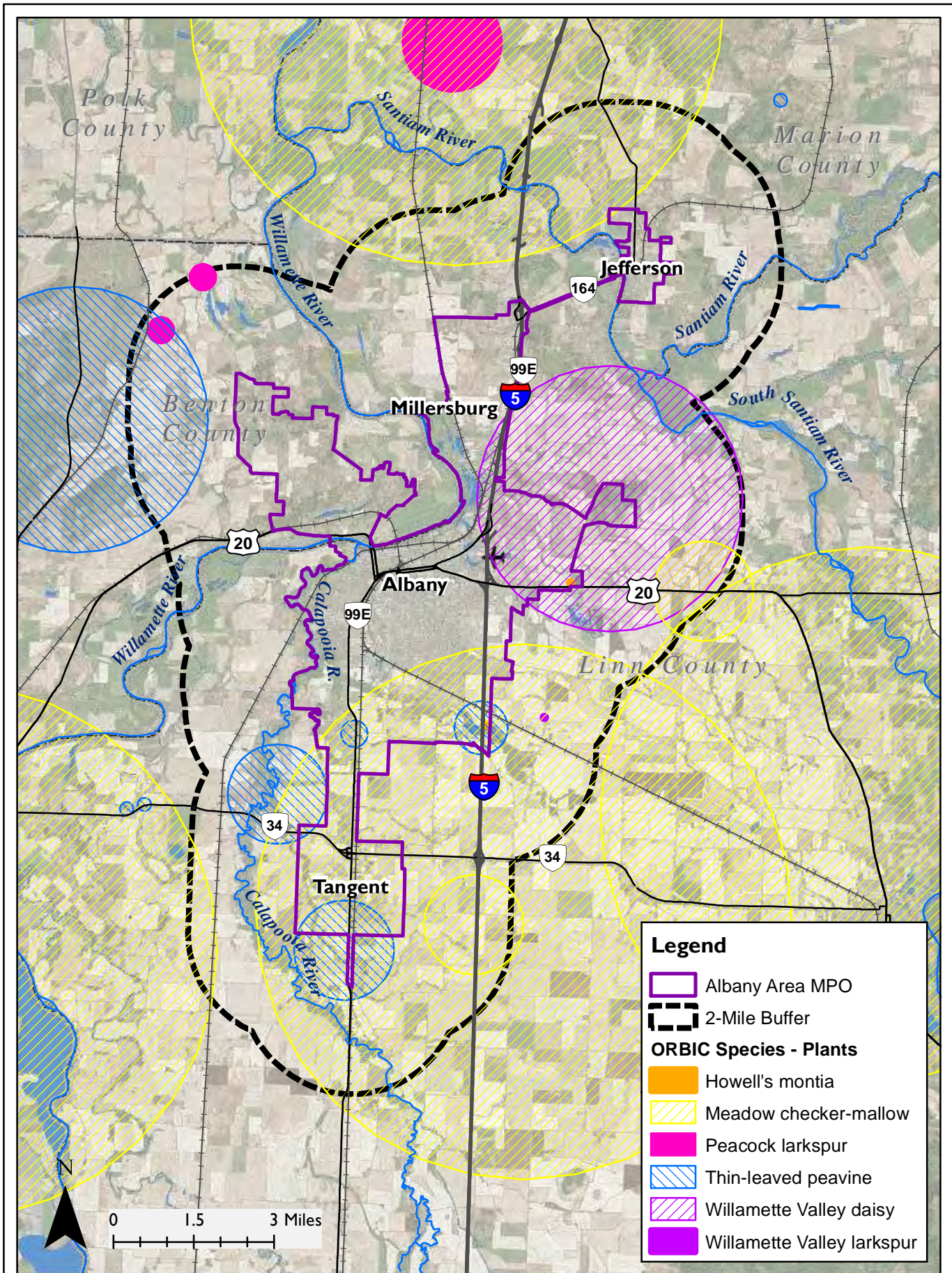
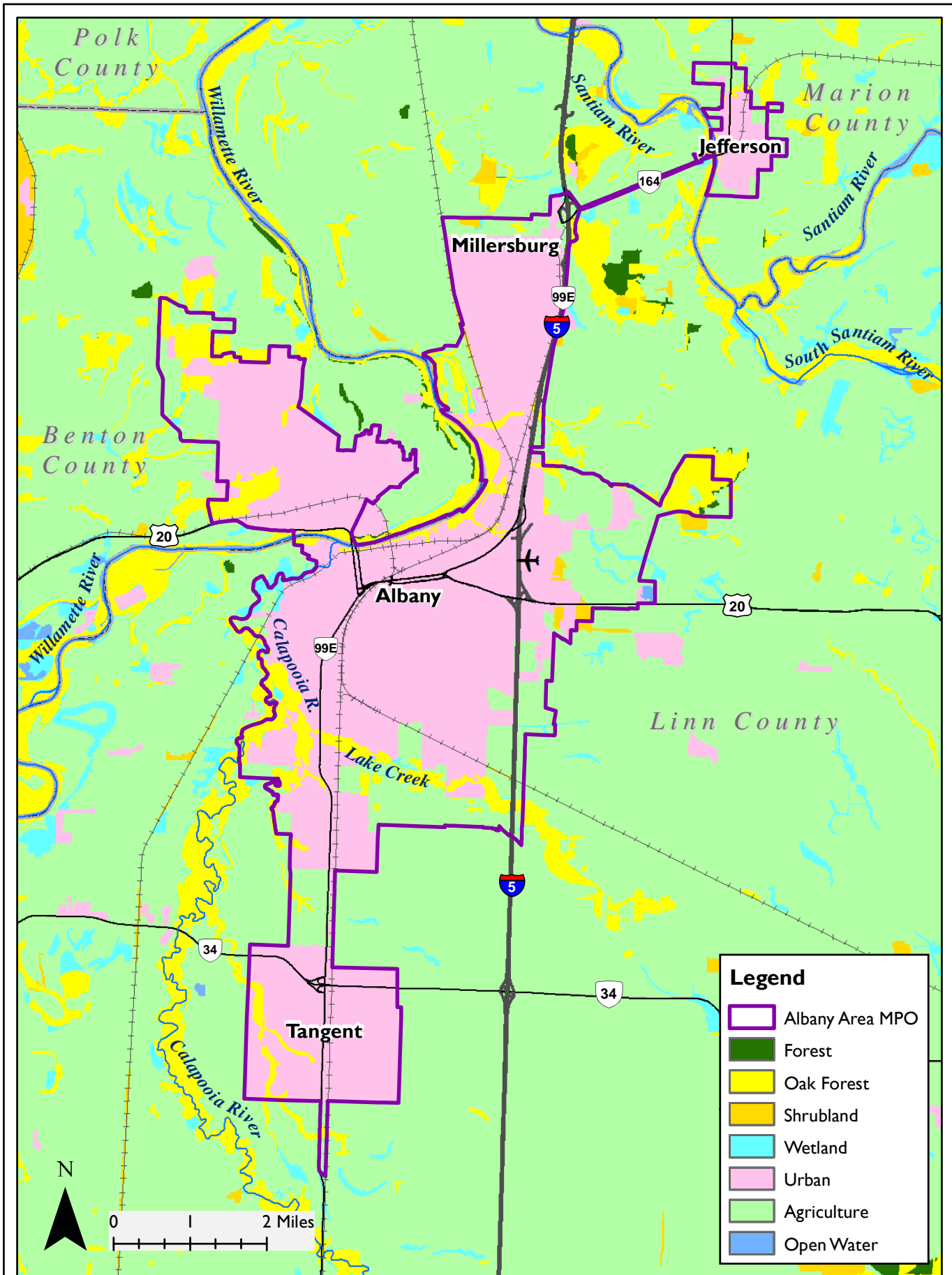


Figure 2.C



Data Sources: ORBIC, Oregon GEO

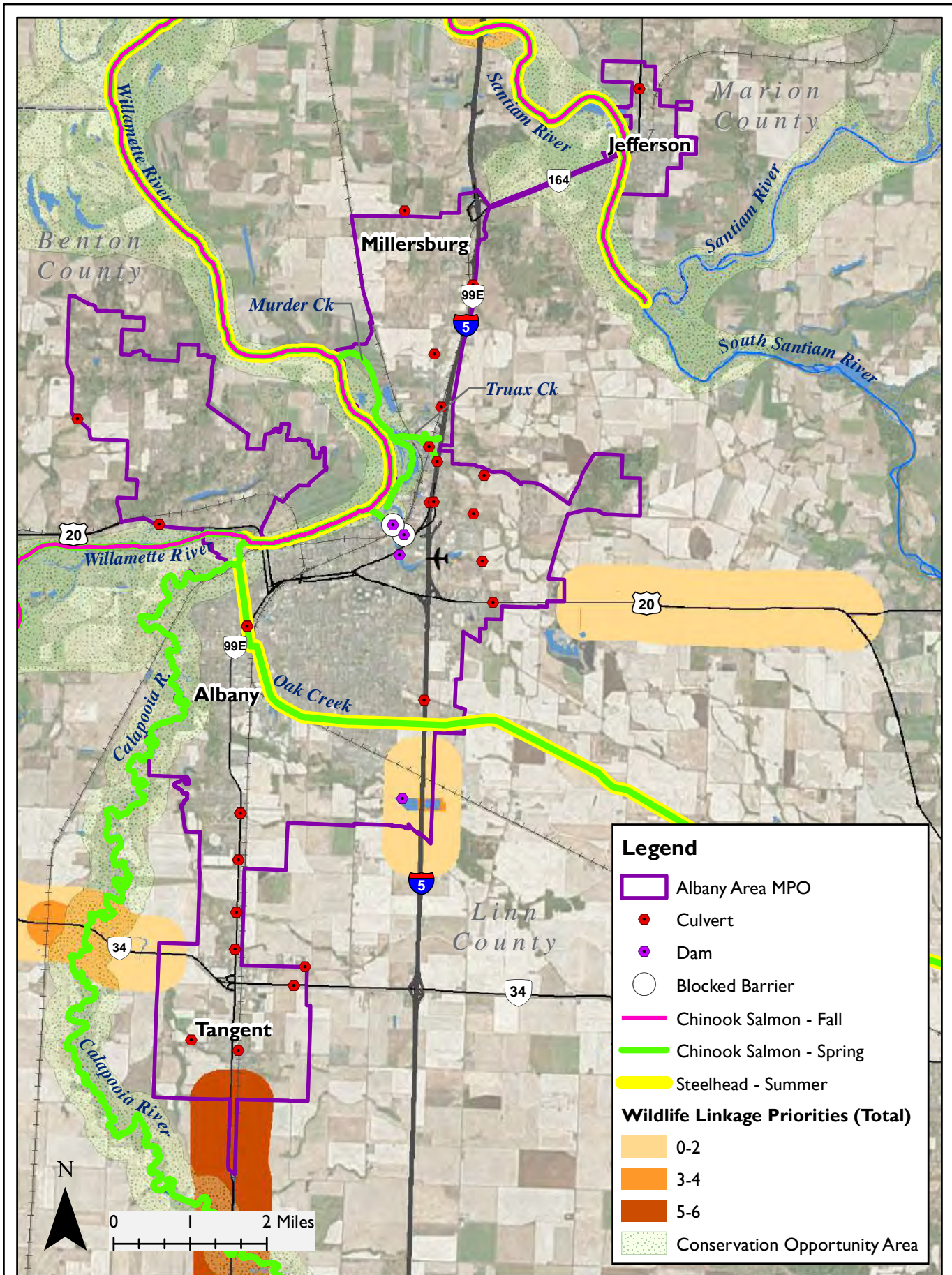


**Vegetation
Albany Area MPO**

**Figure
3**



Data Sources: NHWI, Oregon GEO



Legend

- Albany Area MPO
- Culvert
- Dam
- Blocked Barrier
- Chinook Salmon - Fall
- Chinook Salmon - Spring
- Steelhead - Summer

Wildlife Linkage Priorities (Total)

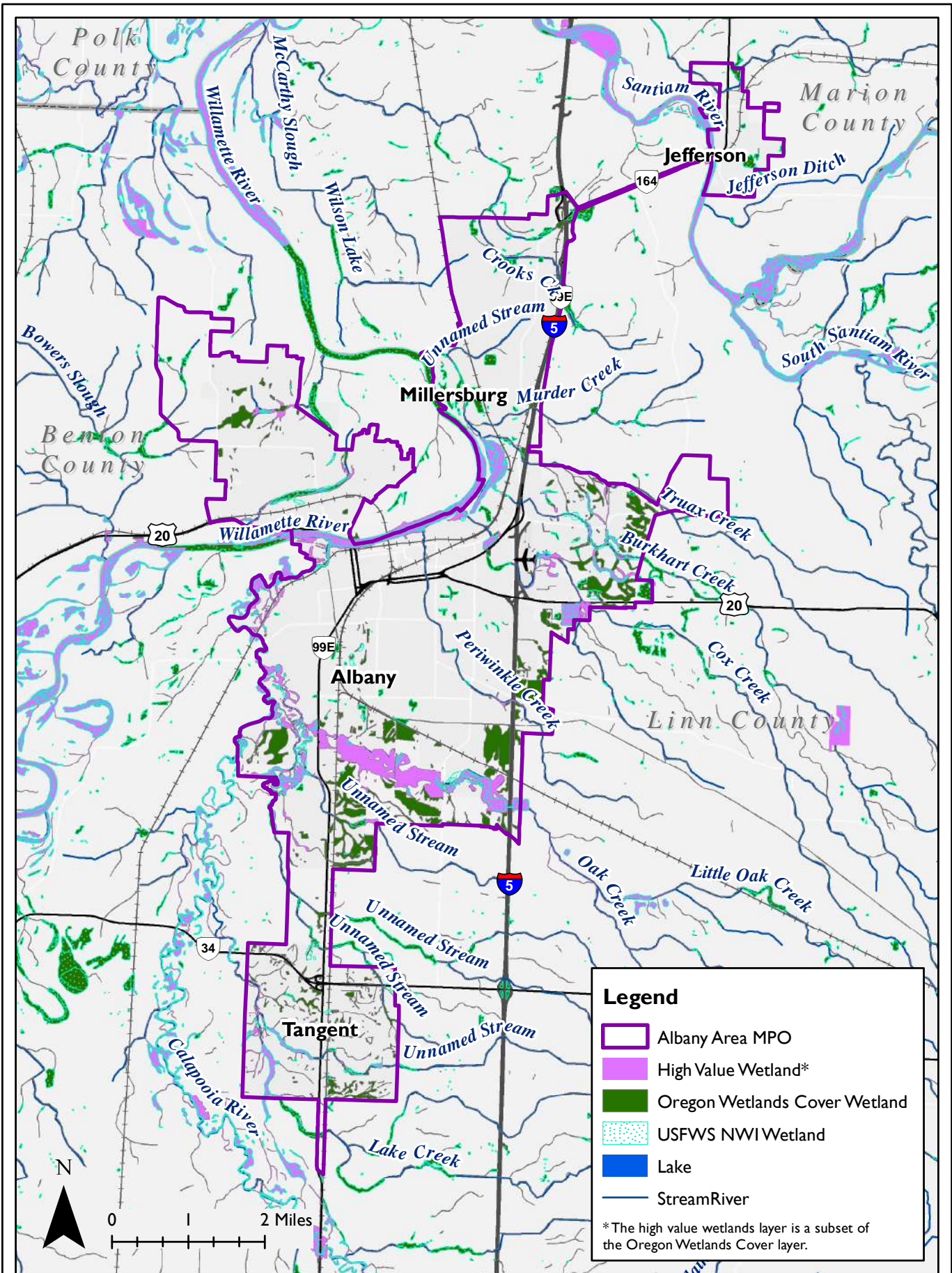
- 0-2
- 3-4
- 5-6
- Conservation Opportunity Area



Data Sources: ODFW, Oregon GEO

**Wildlife Habitat Considerations
Albany Area MPO**

**Figure
4**

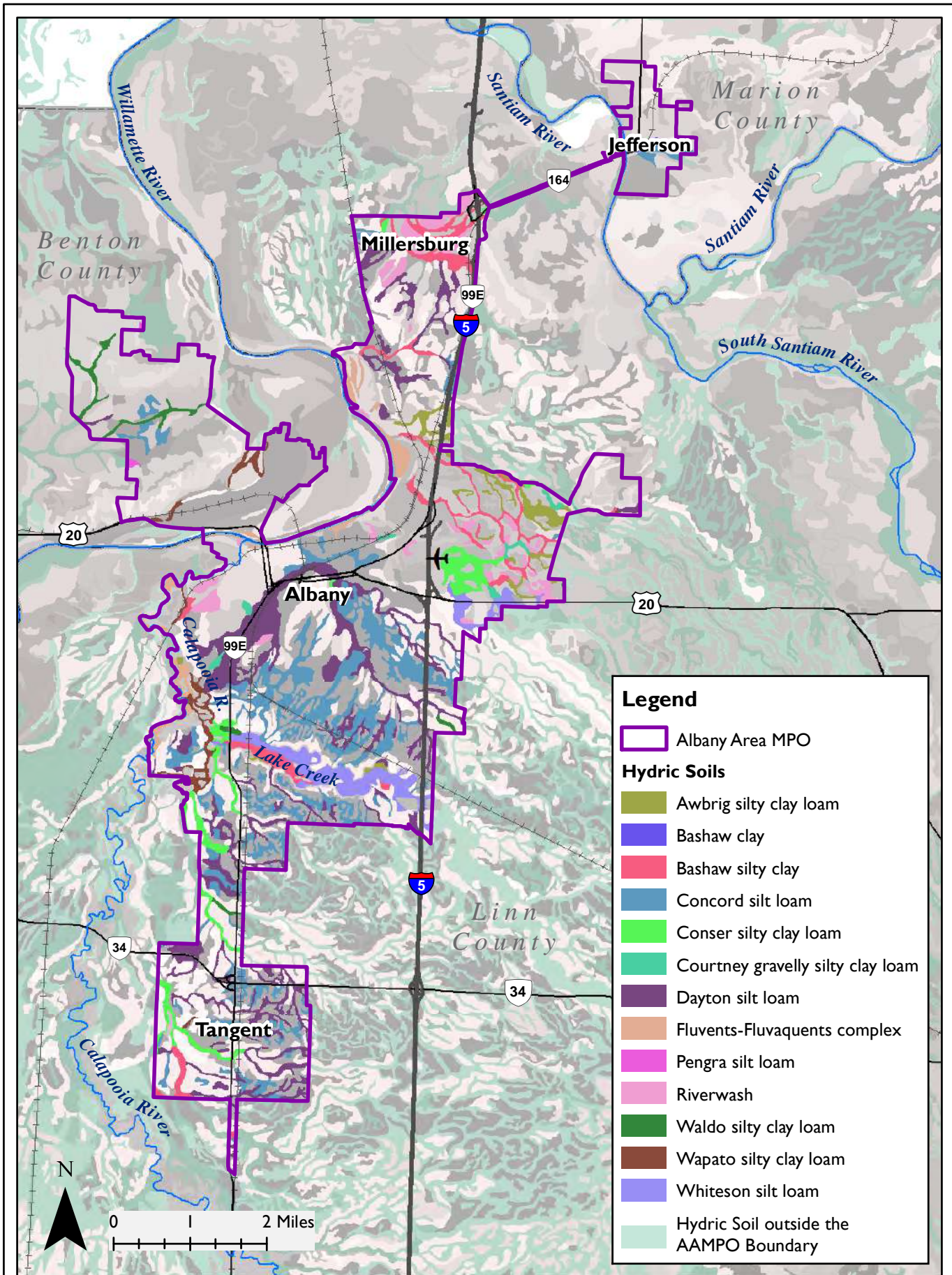


**Wetlands and Waterways
Albany Area MPO**

**Figure
5**



Data Sources: DEA, Oregon GEO, Oregon Wetlands Cover, USFWS

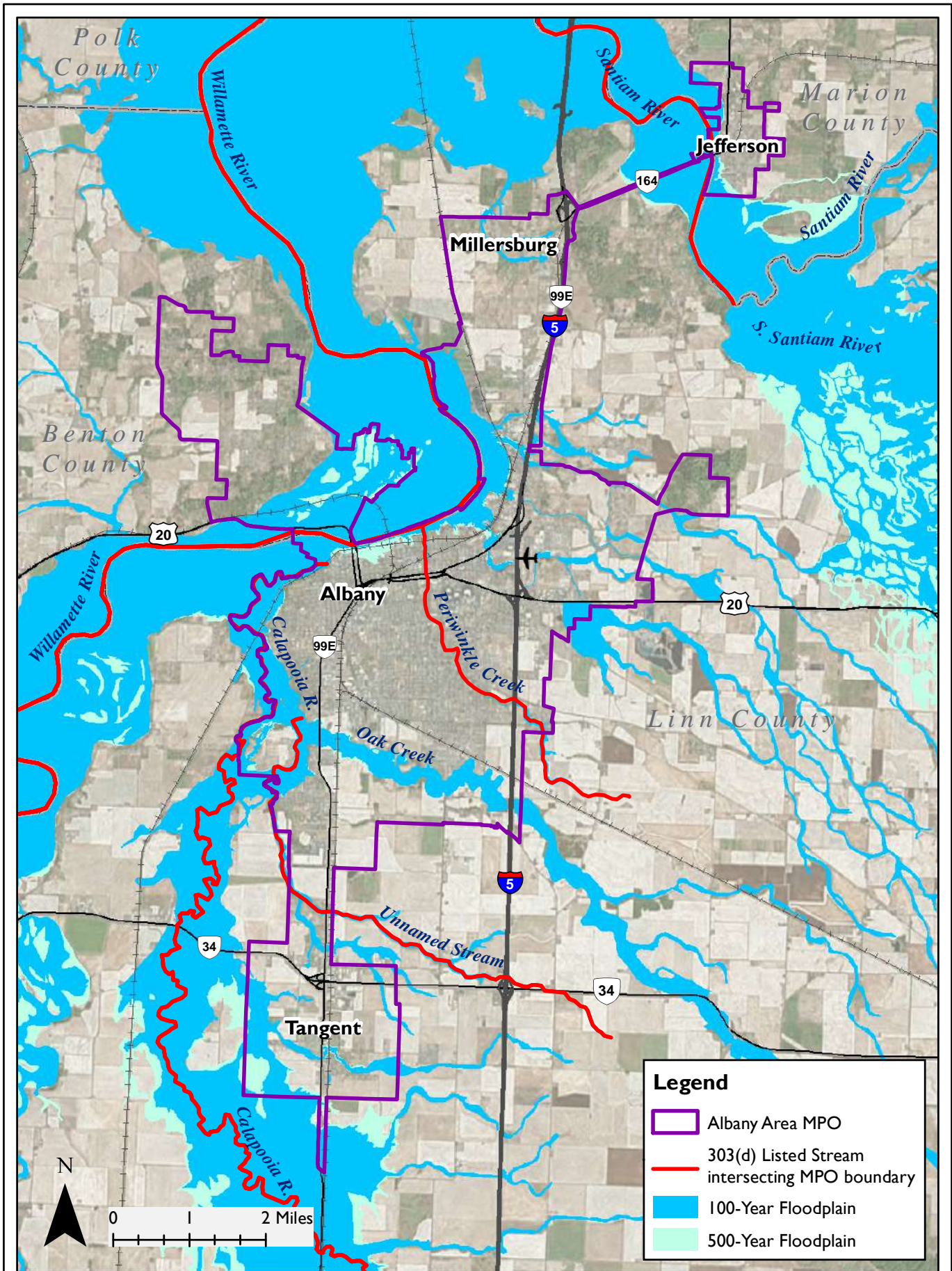


**Hydric Soils
Albany Area MPO**

**Figure
6**



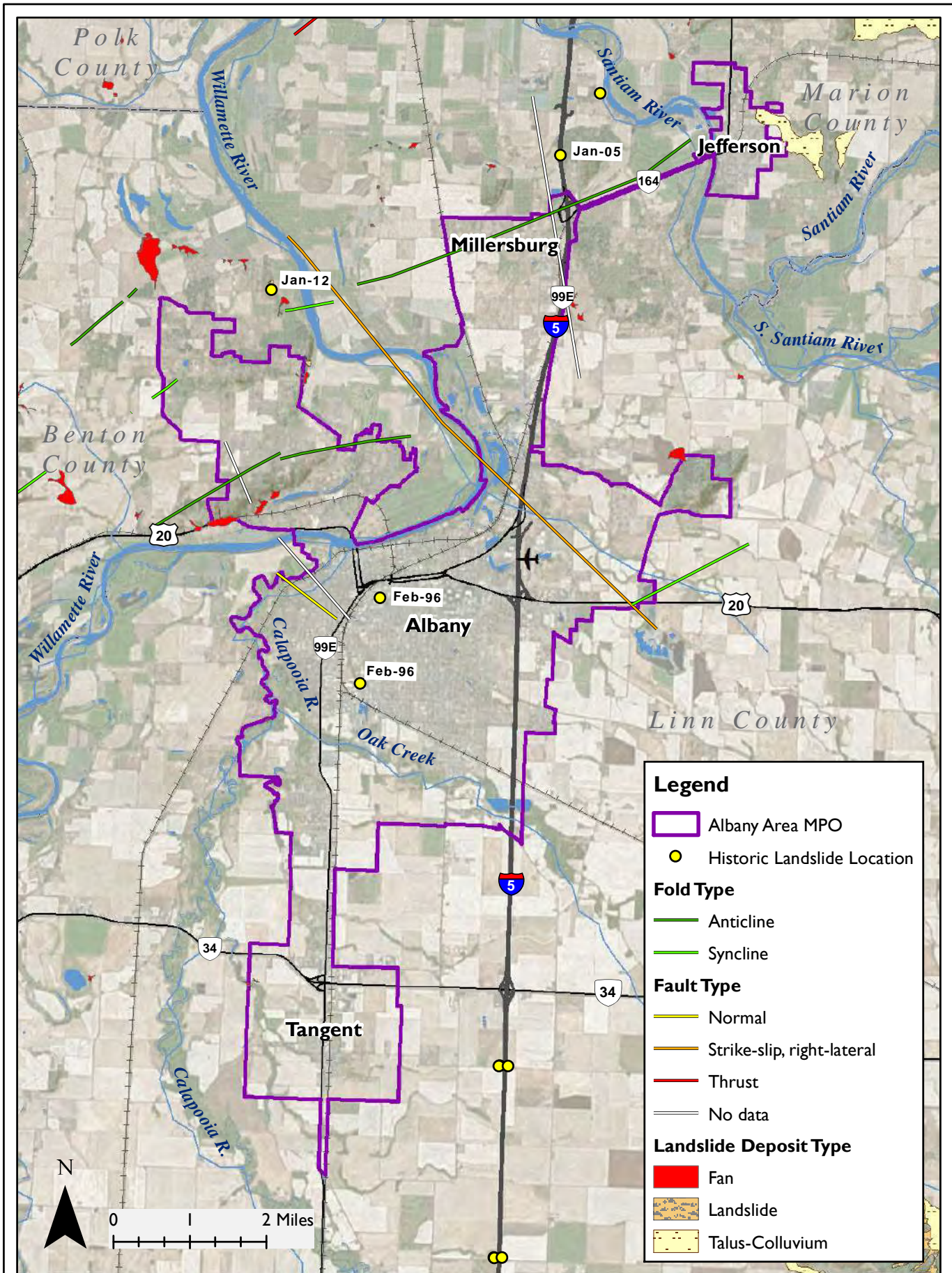
Data Sources: Oregon GEO, NRCS



Data Sources: DEQ, Oregon GEO

Floodplains and 303(d) Streams Albany Area MPO

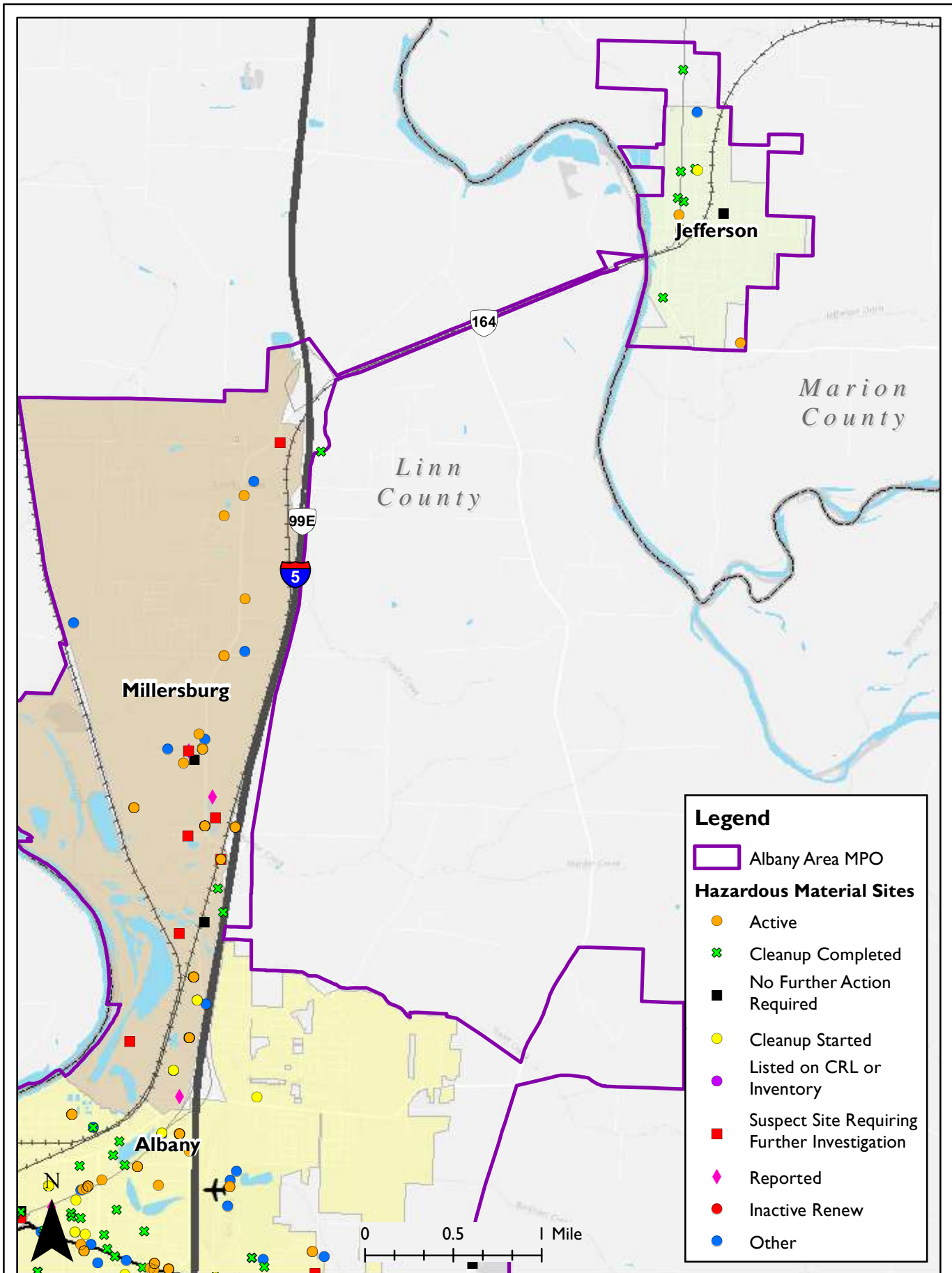
Figure
7



Data Sources: DOGAMI, DEQ, Linn County, Marion County, Oregon GEO

Geological Hazards Albany Area MPO

Figure
8



Legend

- Albany Area MPO

Hazardous Material Sites

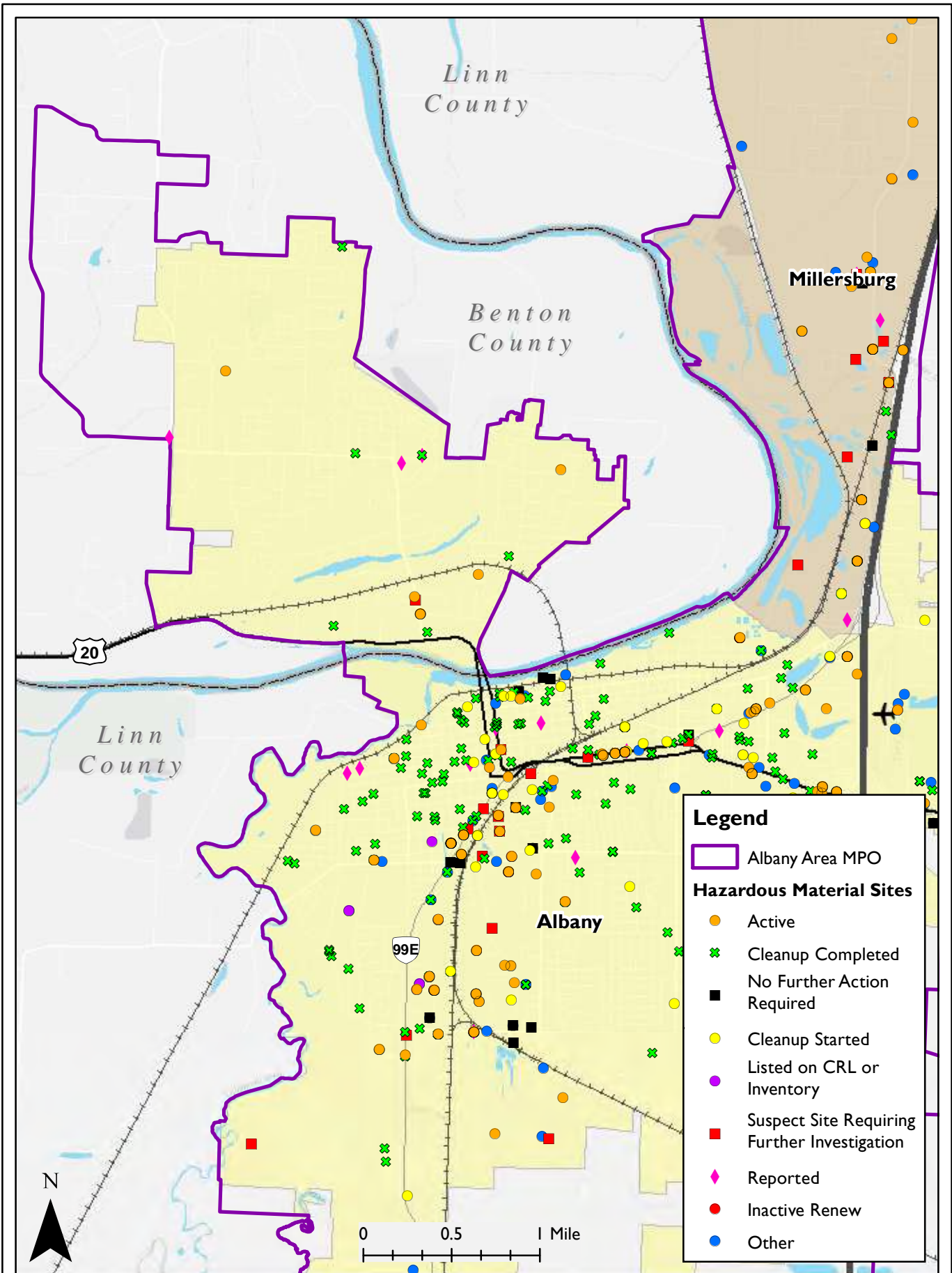
- Active
- ✕ Cleanup Completed
- No Further Action Required
- Cleanup Started
- Listed on CRL or Inventory
- Suspect Site Requiring Further Investigation
- ◆ Reported
- Inactive Renew
- Other



Data Sources: DEQ, Oregon GEO

**Hazardous Materials
Albany Area MPO**

**Figure
9.A**



Legend

- Albany Area MPO

Hazardous Material Sites

- Active
- ✕ Cleanup Completed
- No Further Action Required
- Cleanup Started
- Listed on CRL or Inventory
- Suspect Site Requiring Further Investigation
- ◆ Reported
- Inactive Renew
- Other

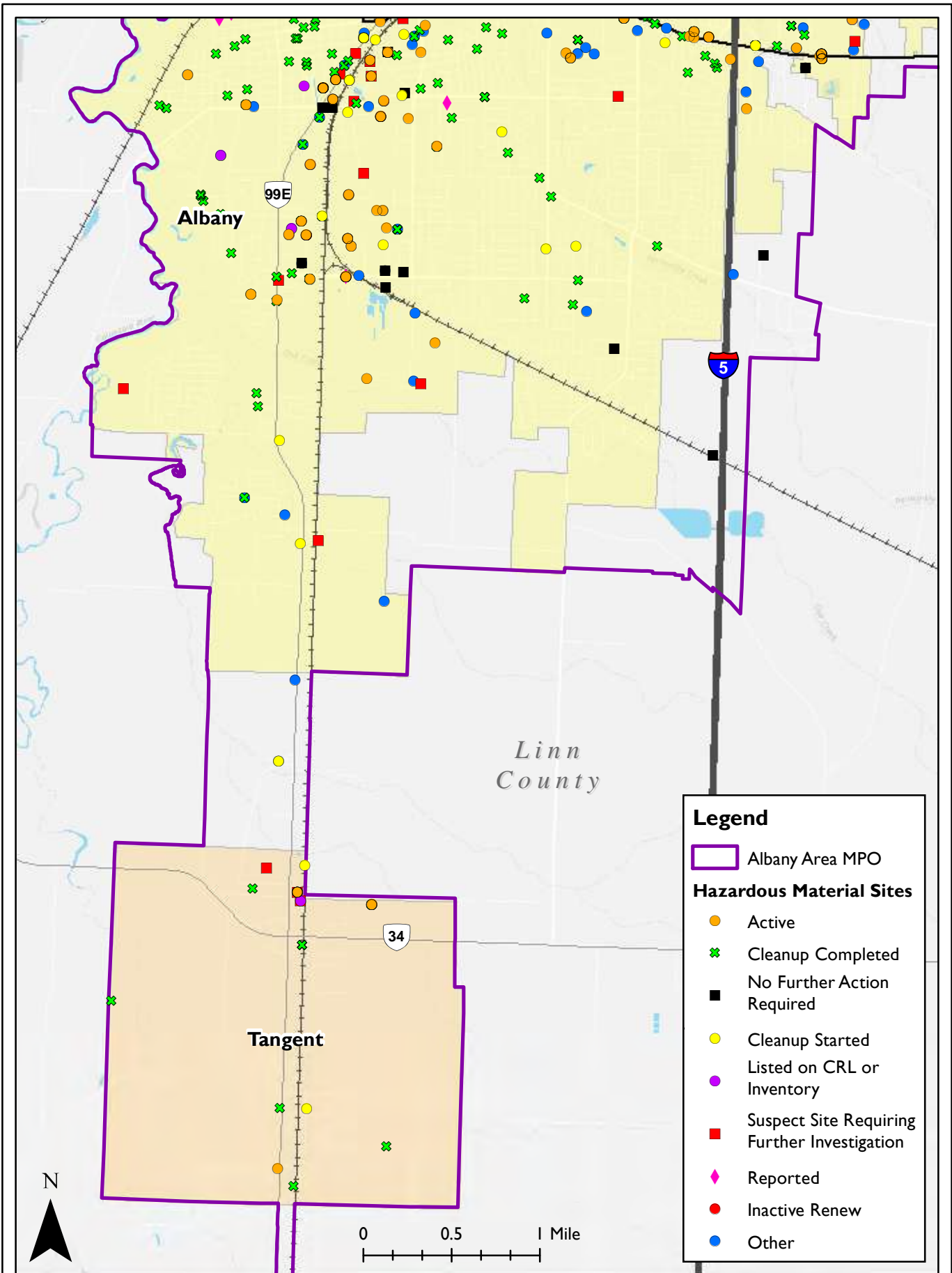
**Hazardous Materials
Albany Area MPO**

**Figure
9.B**



Data Sources: DEQ, Oregon GEO

Document Path: \\Pdxf1\project\ND\DKSA0000003\10600\INFO\GIS\Maps\Fig9 Hazardous Materials.mxd



Legend

- Albany Area MPO

Hazardous Material Sites

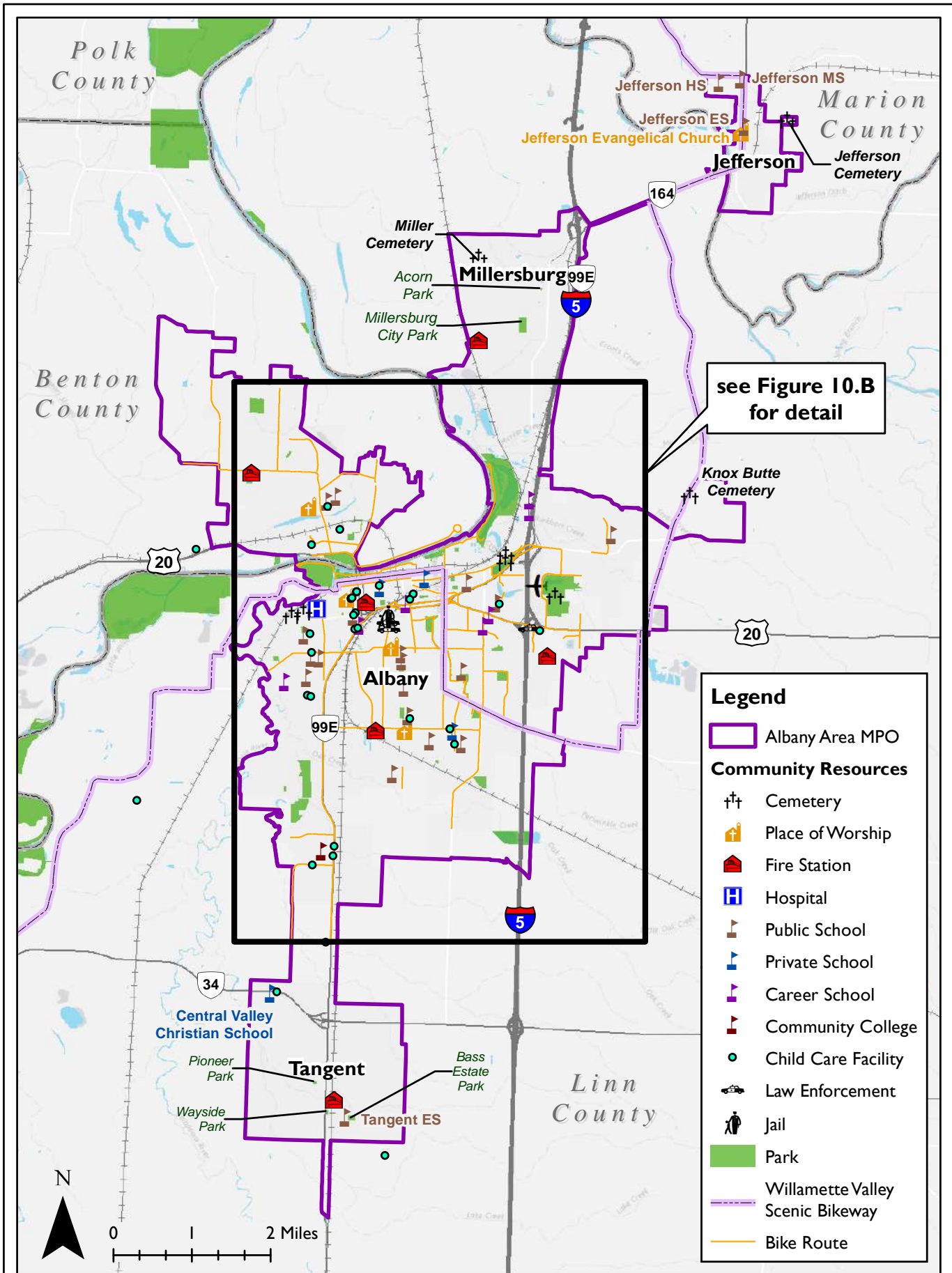
- Active
- ✕ Cleanup Completed
- No Further Action Required
- Cleanup Started
- Listed on CRL or Inventory
- Suspect Site Requiring Further Investigation
- ◆ Reported
- Inactive Renew
- Other



Data Sources: DEQ, Oregon GEO

**Hazardous Materials
Albany Area MPO**

**Figure
9.C**



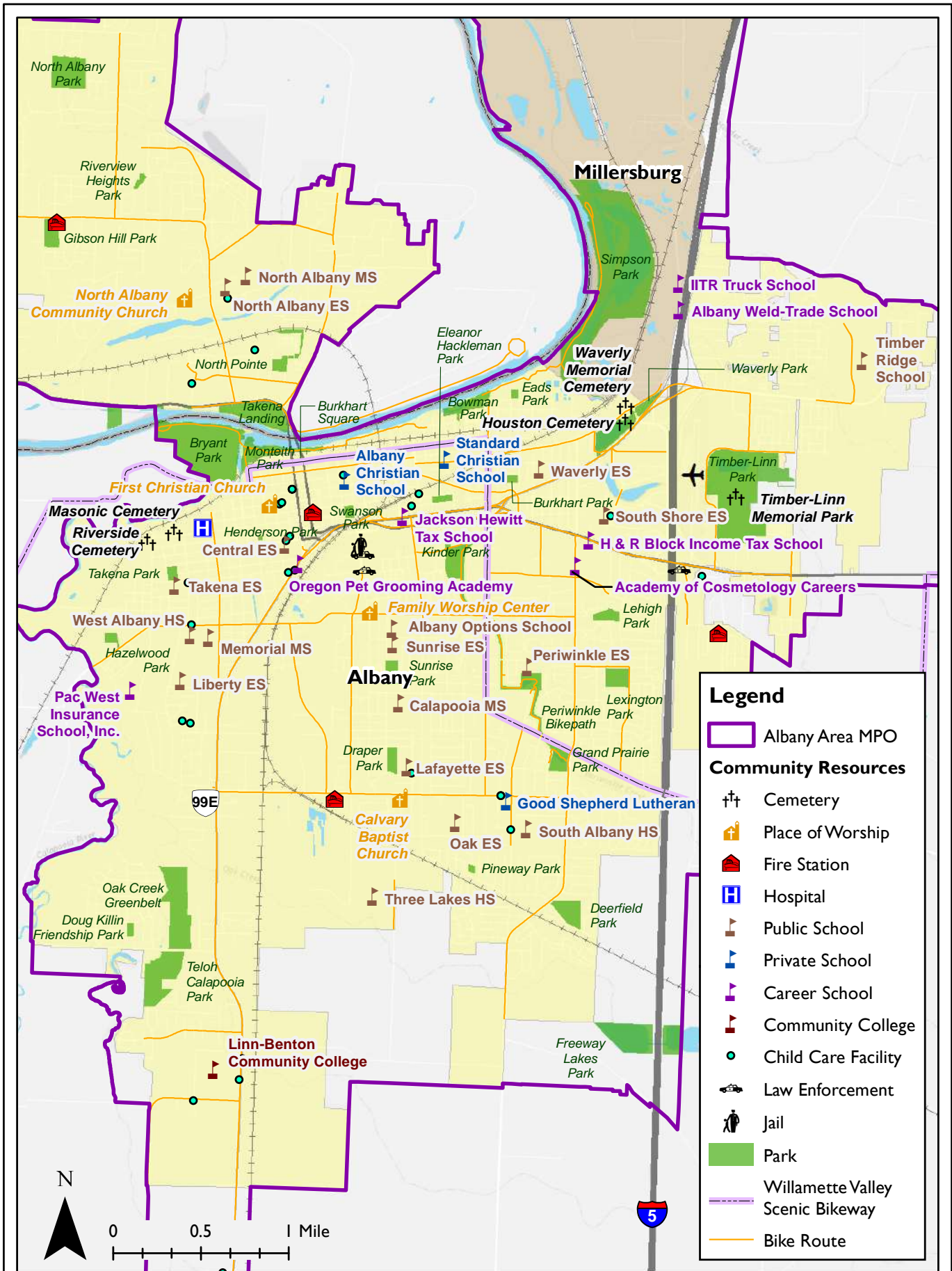
see Figure 10.B for detail

**Community Resources
Albany Area MPO**

**Figure
10.A**



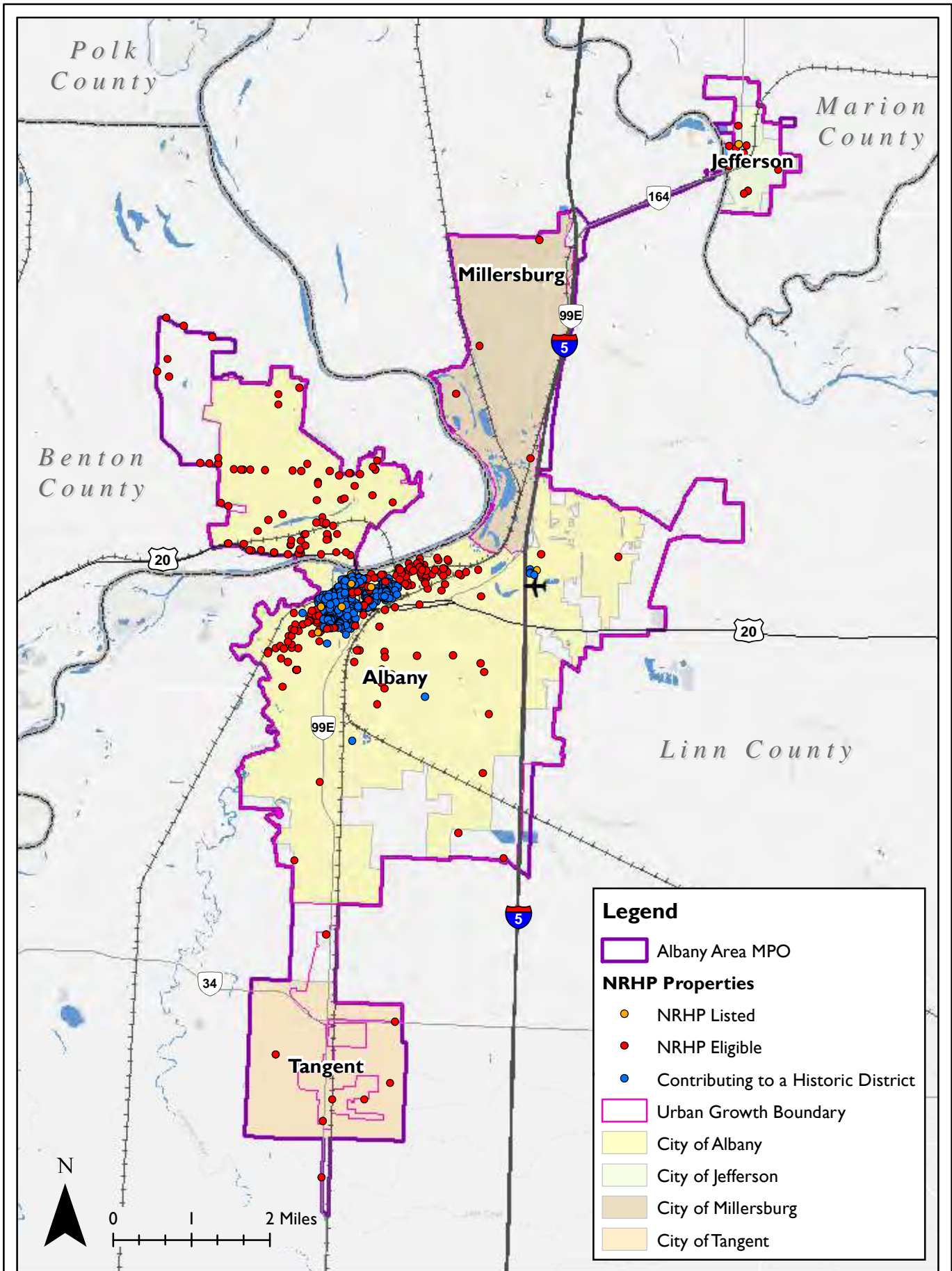
Data Sources: City of Albany, DEQ, Linn County, Marion County, Oregon GEO, Oregon Scenic Bikeways



Data Sources: City of Albany, DEQ, Linn County, Marion County, Oregon GEO, Oregon Scenic Bikeways

Community Resources Albany Area MPO

Figure
10.B



Legend

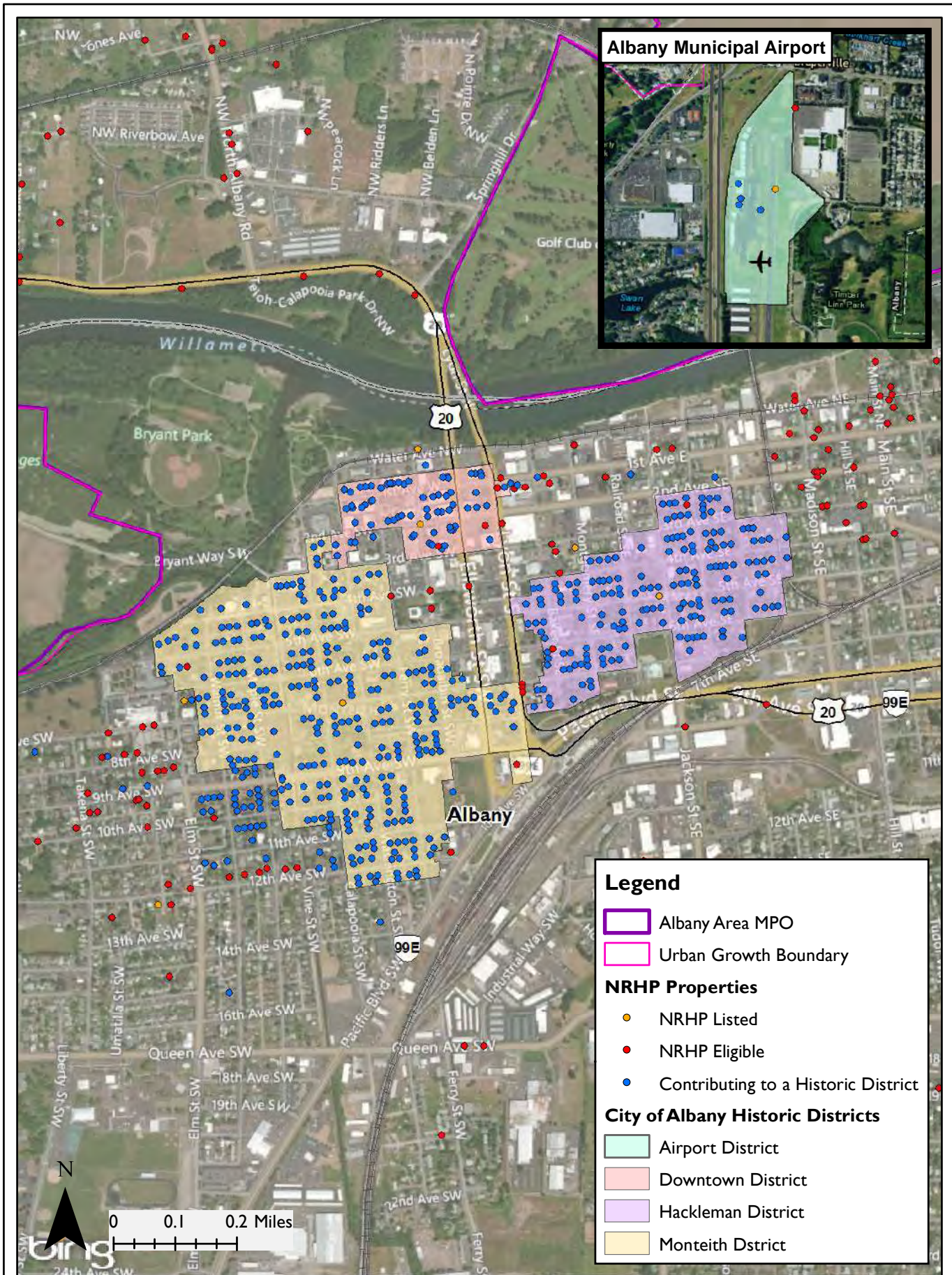
- Albany Area MPO
- NRHP Properties**
- NRHP Listed
- NRHP Eligible
- Contributing to a Historic District
- Urban Growth Boundary
- City of Albany
- City of Jefferson
- City of Millersburg
- City of Tangent



Data Sources: SHPO, Oregon GEO

**NRHP Properties
Albany Area MPO**

**Figure
11.A**



Albany Municipal Airport

Legend

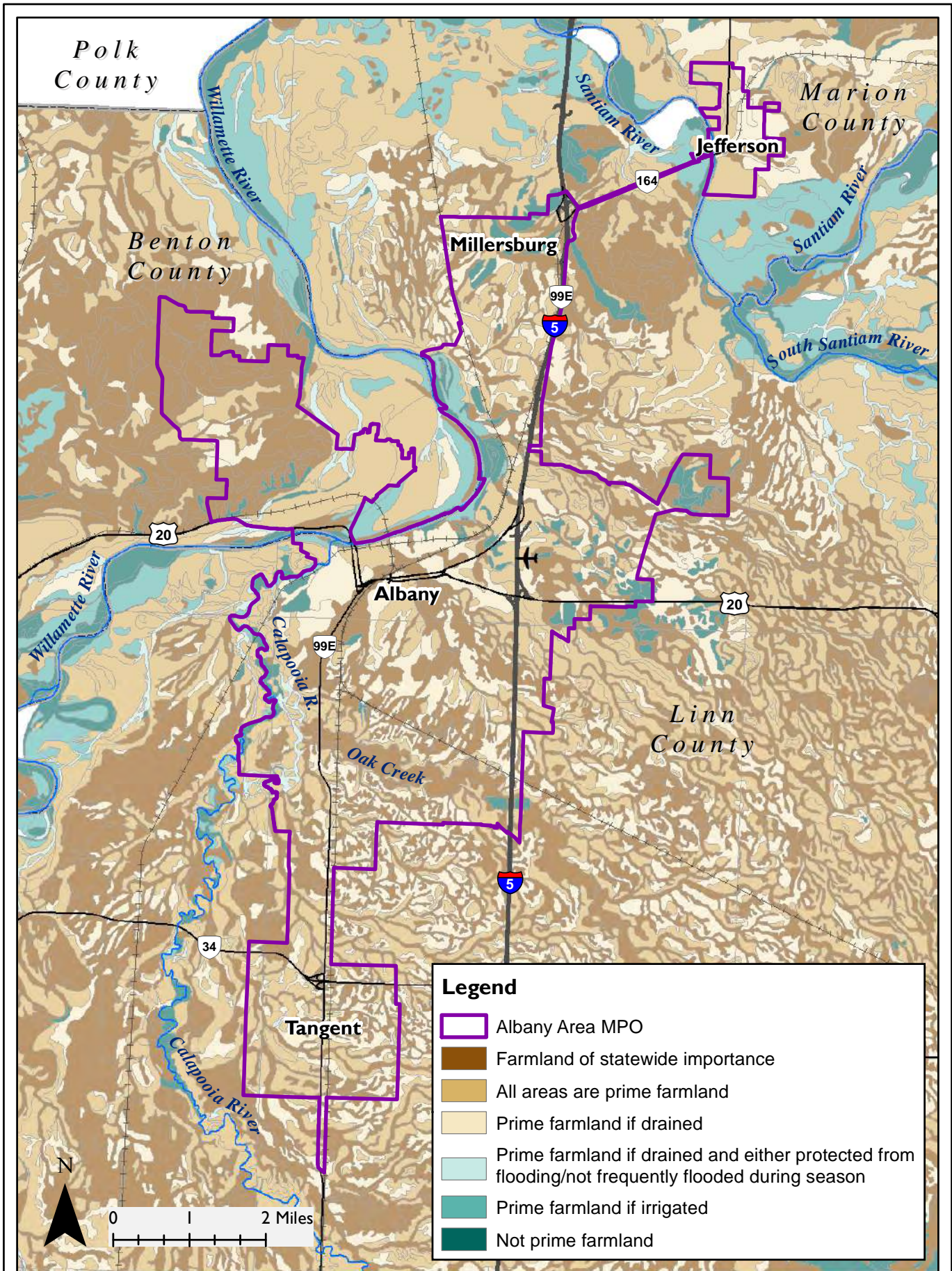
- Albany Area MPO
- Urban Growth Boundary
- NRHP Properties**
- NRHP Listed
- NRHP Eligible
- Contributing to a Historic District
- City of Albany Historic Districts**
- Airport District
- Downtown District
- Hackleman District
- Monteith District

**City of Albany Historic Districts and NRHP Properties
Albany Area MPO**

**Figure
II.B**

Data Sources: City of Albany, SHPO, Oregon GEO

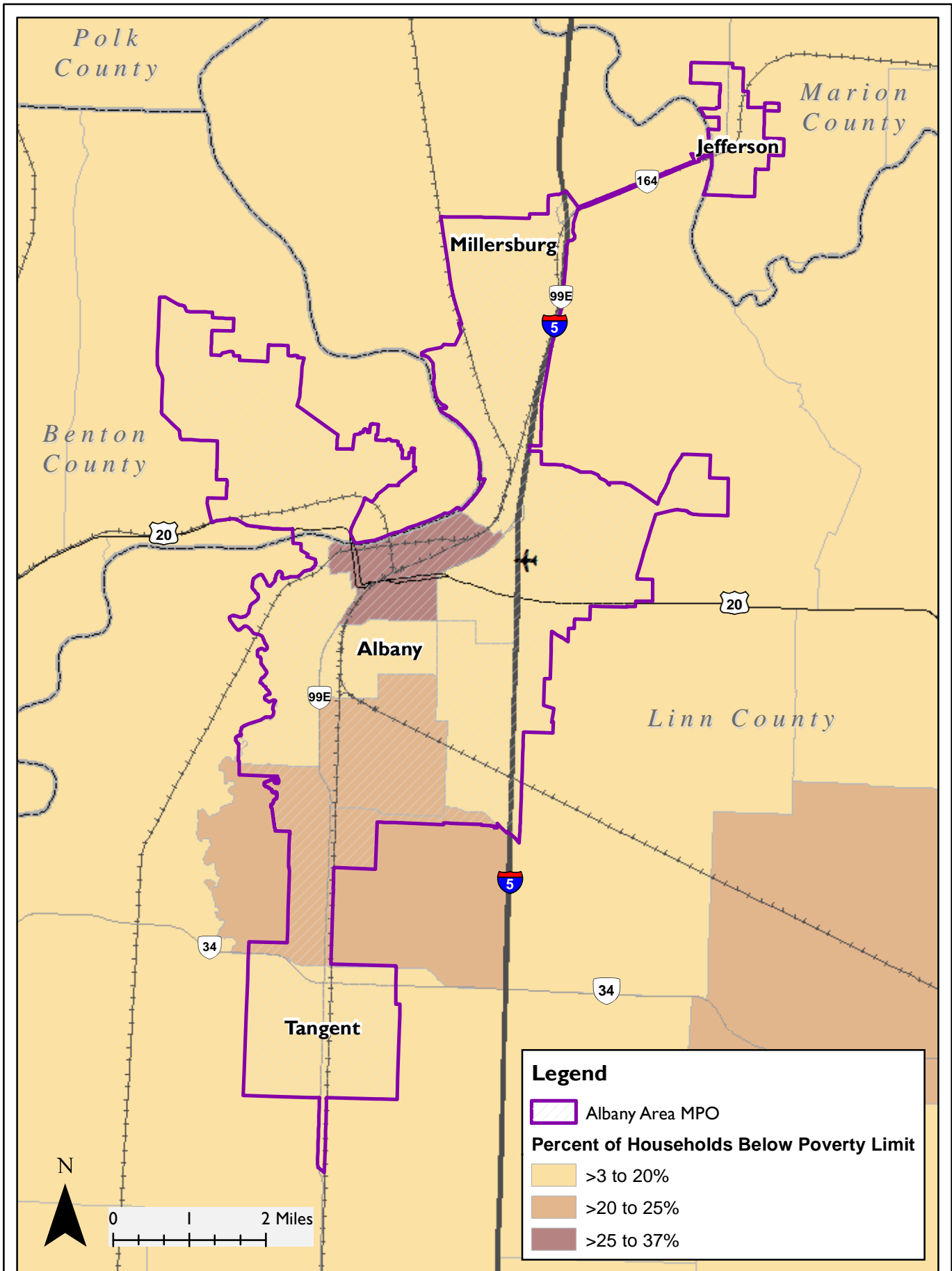




Data Sources: NRCS, Oregon GEO

**Agricultural Soils
Albany Area MPO**

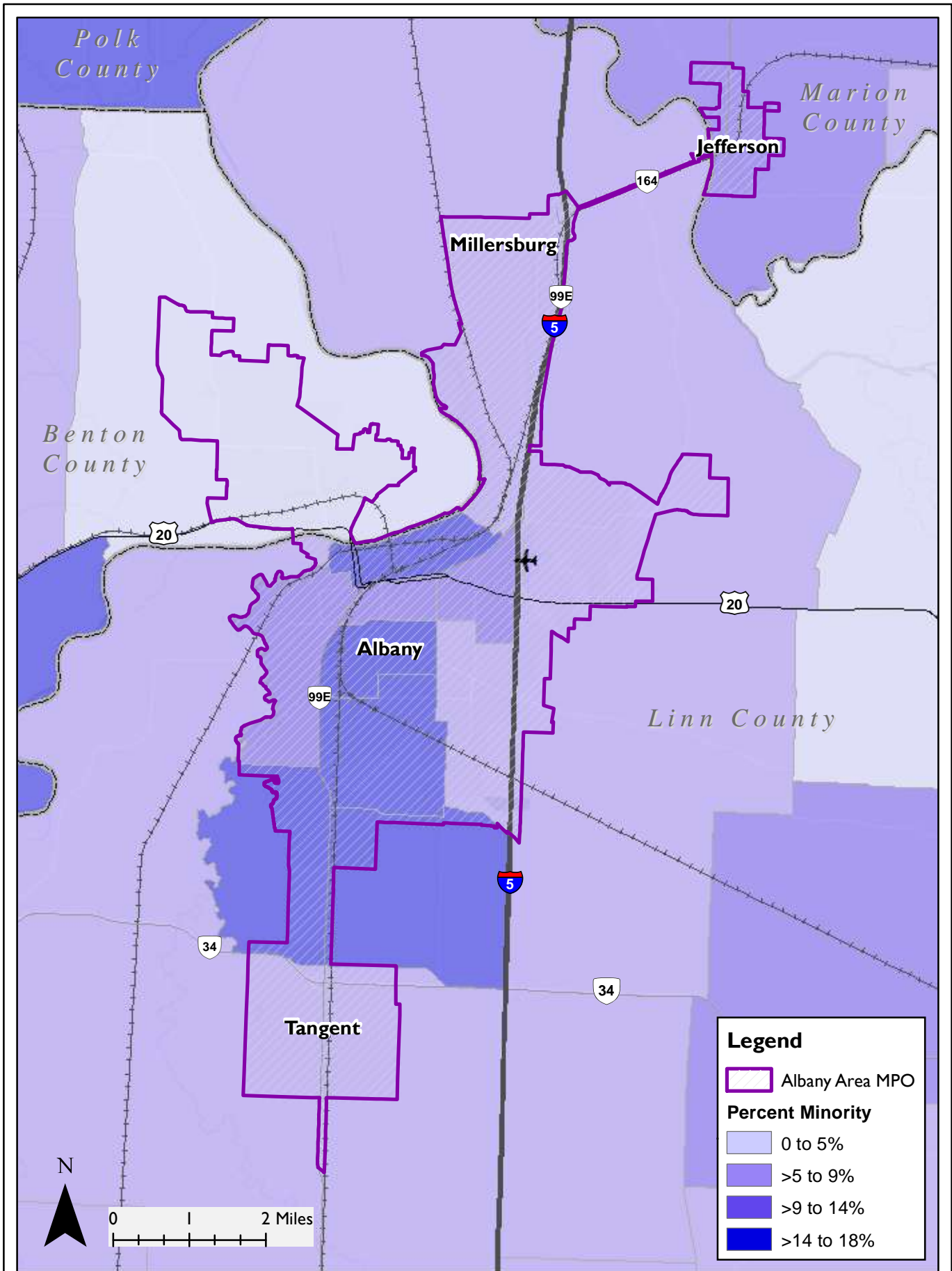
**Figure
12**



Data Sources: US Census (2008-12 ACS),
City of Albany, ODOT, Oregon GEO

**Households Below Poverty
Albany Area MPO**

**Figure
13**



Data Sources: US Census (2008-12 ACS),
City of Albany, ODOT, Oregon GEO

**Percent Minority
Albany Area MPO**

**Figure
14**

Appendix A: Hazardous Materials Sites

Facility Name	Address	City	zip Code	DEQ Program	Status
2 APPLE TREES INVESTMENT LLC	480 TO 524 NE SOUTH NEBERGALL LOOP	ALBANY	97321-1544	WQSIG	Active New
BENTON WOODS PHASE 2 & 3	LAURA VISTA DRIVE	ALBANY	97321	WQSIG	Active New
BRISTOW B HOT	291 NW CRESWELL LN	ALBANY	97321-1402	LUST	CLEANUP_COMPLETED
BUTALA J HOT	1438 GIBSON HILL RD	ALBANY	97321	LUST	CLEANUP_COMPLETED
CHEVRON U.S.A. INC. - 92485	527 NW North Albany Road	ALBANY	97321	LUST	CLEANUP_COMPLETED
HOWARD RICH	135 NW PICARDY LN	ALBANY	97321-1727	LUST	CLEANUP_COMPLETED
JACKSONS FOOD STORES #108	655 NW NORTH ALBANY RD	ALBANY	97321-1433	TRAACS	Active
JOSEPH F SUCH CO.	730 NW NORTH ALBANY RD	ALBANY	97321	ECSI	Suspect site requiring further investigation
M&M #19	655 NW NORTH ALBANY RD	ALBANY	97321-1433	UST	Active
M&M #19	655 NW NORTH ALBANY RD	ALBANY	97321-1433	UST	Active
M&M #19	655 NW NORTH ALBANY RD	ALBANY	97321-1433	UST	Active
MANAHAN T HOT	1440 N ALBANY RD	ALBANY	97321	LUST	REPORTED
NORTH POINTE MEADOWS II	300 BLOCK NORTH POINT DR NW	ALBANY	97321	WQSIG	Active Renew no eff mod
OAK GROVE ELEMENTARY	1500 NW OAK GROVE DR	ALBANY	97321-9209	LUST	REPORTED
RAPP ROBERT	750 NW LAUREL PL	ALBANY	97321-1509	LUST	CLEANUP_COMPLETED
RAPP ROBERT	750 NW LAUREL PL	ALBANY	97321-1509	LUST	REPORTED
WELLS DARRELL	3271 NW RIDGEVIEW LN	ALBANY	97321-1023	LUST	CLEANUP_COMPLETED
# 4 WAREHOUSE	3075 ARNOLD RD NE	ALBANY	97321-7429	LUST	REPORTED
-	3075 ARNOLD RD NE	MILLERSBURG	97321-7429	ECSI	Suspect site requiring further investigation
-	6523 OLD SALEM ROAD NE	MILLERSBURG	97321	ECSI	Suspect site requiring further investigation
-	1505 MAPLE ST SW	ALBANY	97321-2618	ECSI	Listed on CRL or Inventory
-	1901 13TH AVE SW	ALBANY	97321-1886	HazWaste	
-	1901 13TH AVE SW	ALBANY	97321-1886	WQSIG	Active Renew no eff mod
30-GALLON METHNOL SPILL	2830 FERRY ST SW	ALBANY	97322-3936	HazWaste	
30-GALLON METHNOL SPILL	2830 FERRY ST SW	ALBANY	97322-3936	TRAACS	Active
34TH AND PACIFIC BLVD GROUNDWATER TCA STUDY AREA	INTERSECTION PACIFIC BOULEVARD SOUTHWEST	ALBANY	97321	ECSI	Suspect site requiring further investigation
522 PACIFIC BOULEVARD SW	522 Pacific Boulevard SW	ALBANY	97321	TRAACS	Active
76 FOOD MART - LUST 06-2562	3135 SANTIAM HWY SE	ALBANY	97322-5261	TRAACS	Active
A A TOWING	260 QUEEN AVE SE	ALBANY	97322-3304	LUST	CLEANUP_STARTED
A A TOWING COMPANY	3430 SE SPICER RD	ALBANY	97321	LUST	CLEANUP_STARTED
A-Z APPLIANCE HOT	140 1ST AVE EAST	ALBANY	97321	LUST	CLEANUP_COMPLETED
AASUM FUNERAL HOME INC.	805 ELLSWORTH ST SW	ALBANY	97321-2460	TRAACS	Active
ABC INC SITE	520 E 1ST AVENUE	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY ANESTHESIA PC	710 ELM ST. SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY AUTO SALES	235 S PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_STARTED
ALBANY AUTOMOTIVE	224 WASHINGTON SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY CABINETS	2515 SE QUEEN AVE	ALBANY	97321	ECSI	Suspect site requiring further investigation
ALBANY CARDLOCK	236 1ST AVE E	ALBANY	97321	LUST	CLEANUP_STARTED
ALBANY CITY OF	3510 KNOX BUTTE RD	ALBANY	97321	WQSIG	Active Admin extended
ALBANY CITY OF	3510 KNOX BUTTE RD	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY CITY OF PUBLIC WORKS OPERATIONS	310 WAVERLY DR NE	ALBANY	97321-4746	HazWaste	
ALBANY CITY OF PUBLIC WORKS OPERATIONS	310 WAVERLY DR NE	ALBANY	97321-4746	LUST	CLEANUP_COMPLETED
ALBANY COLUMBUS CLUB	727 ELLSWORTH ST SW	ALBANY	97321-2367	LUST	CLEANUP_COMPLETED
ALBANY FLOOR COVERING INC	255 QUEEN AVE SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY GENERAL HOSPITAL	1046 6TH AVE SW	ALBANY	97321-1916	HazWaste	
ALBANY GENERAL HOSPITAL	1046 6TH AVE SW	ALBANY	97321-1916	LUST	CLEANUP_COMPLETED
ALBANY GENERAL HOSPITAL	1046 6TH AVE SW	ALBANY	97321-1916	UST	Active
ALBANY HIGHWAY MAINTENANCE FACILITY - ODOT	1955 7TH AVE. SE	ALBANY	97321	ECSI	No further action required
ALBANY HIGHWAY MAINTENANCE FACILITY - ODOT	1955 7TH AVE. SE	ALBANY	97321	LUST	CLEANUP_COMPLETED

Facility Name	Address	City	zip Code	DEQ Program	Status
ALBANY HIGHWAY MAINTENANCE FACILITY - ODOT	1955 7TH AVE. SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY INDUSTRIAL MACHINE INC.	1495 INDUSTRIAL WAY SW	ALBANY	97321	ECSI	Suspect site requiring further investigation
ALBANY INDUSTRIAL MACHINE INC.	1495 INDUSTRIAL WAY SW	ALBANY	97321	HazWaste	
ALBANY INDUSTRIAL MACHINE INC.	1495 INDUSTRIAL WAY SW	ALBANY	97321	TRAACS	Active
ALBANY INDUSTRIAL MACHINE INC.	1495 INDUSTRIAL WAY SW	ALBANY	97321	WQSIG	Active Admin extended
ALBANY INDUSTRIAL MACHINE INC.	1495 INDUSTRIAL WAY SW	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY IRON WORKS	321 1ST AVENUE E	ALBANY	97321	ECSI	No further action required
ALBANY MILLERSBURG JOINT WATER SUPPLY PROJECT	FOLLOWS EAST OF I-5	ALBANY	97321	WQSIG	Inactive Terminated
ALBANY MUNICIPAL LANDFILL	53RD AVE	ALBANY	97321	ECSI	Suspect site requiring further investigation
ALBANY REGIONAL MULTIMODAL CENTER	1000 WEST JACKSON STREET	ALBANY	97321	HazWaste	
ALBANY REGIONAL MULTIMODAL CENTER	1000 WEST JACKSON STREET	ALBANY	97321	UST	Active
ALBANY REGIONAL MULTIMODAL CENTER	1000 WEST JACKSON STREET	ALBANY	97321	WQSIG	Active Admin extended
ALBANY REGIONAL MULTIMODAL CENTER	1000 WEST JACKSON STREET	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY RENTALS	2455 FERRY ST SW	ALBANY	97321	ECSI	Suspect site requiring further investigation
ALBANY SHELL SERVICE CENTER CORP	843 SE PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_COMPLETED
ALBANY TRANSPORTATION CENTER PROJECT	PACIFIC BLVD. & 12TH AVE. SW	ALBANY	97321	ECSI	Suspect site requiring further investigation
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Terminated
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Active Name Changed
ALBANY CITY OF	405 Davidson ST NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
ALBANY-LEBANON SANITATION INC.	1214 MONTGOMERY ST SE	ALBANY	97321-3266	LUST	CLEANUP_COMPLETED
ALBANY-LEBANON SANITATION INC.	1214 MONTGOMERY ST SE	ALBANY	97321-3266	WQSIG	Active Admin extended
ALBANY-LEBANON SANITATION INC.	1214 MONTGOMERY ST SE	ALBANY	97321-3266	WQSIG	Inactive Renew no eff mod
ALBANY-SANTIAM CANAL	BETWEEN LEBANON AND ALBANY	ALBANY	97322	ECSI	No further action required
ALBERTSONS #555	1177 WAVERLY DR. SE	ALBANY	97321	HazWaste	
ALLANN BROS. COFFEE COMPANY	1852 FESCUE ST SE	ALBANY	97322-7075	TRAACS	Active
AMERIGAS PROPANE INC	3160 OLD SALEM RD NE	MILLERSBURG	97321	LUST	REPORTED
AMERLING DANA	2139 17TH AVE SW	ALBANY	97321-1850	LUST	CLEANUP_COMPLETED
APARTMENT COMPLEX HOT	1525 7TH AVE	ALBANY	97321	LUST	REPORTED
ARCO Products Co 4379	3110 PACIFIC BLVD SE	ALBANY	97321	HazWaste	
ARCO Products Co 4379	3110 PACIFIC BLVD SE	ALBANY	97321	LUST	CLEANUP_STARTED
ASPEN DENTAL	1290 GEARY ST SE	ALBANY	97322-6833	HazWaste	
B-J ENTERPRISES INC.	173 QUEEN AVE SE	ALBANY	97322-3303	ECSI	No further action required
B-J ENTERPRISES INC.	173 QUEEN AVE SE	ALBANY	97322-3303	HazWaste	
BACKER PROPERTY	810 7TH AVE SE	ALBANY	97321-3131	LUST	CLEANUP_COMPLETED
BAIN B HOT	410 WALNUT STREET	ALBANY	97321	LUST	CLEANUP_COMPLETED
BAKER	1210 CHESTNUT ST SE	ALBANY	97322-6973	LUST	CLEANUP_COMPLETED
BANK OF NEW YORK MELLON	1735 THURSTON ST SE	ALBANY	97322-4218	LUST	REPORTED
BARNES ESTATE	2905 LAWN RIDGE ST SW	ALBANY	97321-3443	LUST	CLEANUP_COMPLETED
BARRY'S SERVICE CENTER	1401 9TH AVE SE	ALBANY	97321-2011	LUST	CLEANUP_COMPLETED
BARRY'S SERVICE CENTER	1401 9TH AVE SE	ALBANY	97321-2011	LUST	CLEANUP_COMPLETED
BEACON T & R	3420 SPICER DR SE	ALBANY	97322-7038	LUST	CLEANUP_COMPLETED
BEACON T & R	3420 SPICER DR SE	ALBANY	97322-7038	LUST	CLEANUP_COMPLETED
BEACON T & R	3420 SPICER DR SE	ALBANY	97322-7038	LUST	CLEANUP_COMPLETED
BEAKEY J HOT	2720 PARK TERRACE	ALBANY	97321	LUST	CLEANUP_COMPLETED
BEAN B HOT	1050 SE 20TH STREET	ALBANY	97321	LUST	CLEANUP_STARTED

Facility Name	Address	City	zip Code	DEQ Program	Status
Beck Industries	3960 E COMMERCIAL WAY SE BLDG B	ALBANY	97322-7010	HazWaste	
BELLINGER DAVE	3104 GEARY ST SE	ALBANY	97322-6067	LUST	CLEANUP_STARTED
BETASEED INC.	34303 HWY 99-E	TANGENT	97389	HazWaste	
BORDE LLC	1010 PACIFIC BLVD SE	ALBANY	97321-3151	TRAACS	Active
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	HazWaste	
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	TRAACS	Active
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	UST	Active
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	UST	Active
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	UST	Active
BP SERVICE STATION	1208 PACIFIC BLVD SE	ALBANY	97321	UST	Active
BRATTAIN INTERNATIONAL TRUCKS INC	1720 FESCUE ST SE	ALBANY	97321	HazWaste	
BRITT B HOT	1210 OLD OAK DRIVE	ALBANY	97321	LUST	CLEANUP_COMPLETED
BURDICK NANCY	1213 WASHINGTON ST SW	ALBANY	97321-2555	LUST	CLEANUP_COMPLETED
BUYS AARON	1260 VINE ST SW	ALBANY	97321-2542	LUST	CLEANUP_COMPLETED
CALLIS ESTATE	2000 SANTIAM HIGHWAY	ALBANY	97321	LUST	CLEANUP_COMPLETED
CAMCO	3075 NE ARNOLD LANE	MILLERSBURG	97321	WQSIG	Active New
CARQUEST STORE 3349	2110 SANTIAM HWY SE	ALBANY	97322-5203	HazWaste	
CASCADE EXPRESS	5801 OLD SALEM RD NE	ALBANY	97321-7342	WQSIG	Active Name Changed
CG Industries Inc	1282 S COMMERCIAL WAY SE	ALBANY	97322-7036	HazWaste	
CG Industries Inc	1282 S COMMERCIAL WAY SE	ALBANY	97322-7036	TRAACS	Active
CHAMBERLAIN SPENCER	734 BAKER ST SE	ALBANY	97321-2914	LUST	CLEANUP_COMPLETED
CHEVRON USA INC SS 95866	1255 SE PRICE RD	ALBANY	97321	LUST	CLEANUP_COMPLETED
CHEVRON USA INC SS 95866	1255 SE PRICE RD	ALBANY	97321	LUST	CLEANUP_COMPLETED
CITY OF ALBANY	315 LYON ST S	ALBANY	97321-2810	LUST	CLEANUP_COMPLETED
CITY OF ALBANY (VACANT PROPERTY)	1100 SALEM AVE SE	ALBANY	97321-3031	LUST	CLEANUP_COMPLETED
CITY OF ALBANY - LYONS ST	333 LYON ST S	ALBANY	97321-2810	LUST	CLEANUP_COMPLETED
CITY OF ALBANY - LYONS ST	333 LYON ST S	ALBANY	97321-2810	LUST	CLEANUP_COMPLETED
CITY OF ALBANY RIGHT-OF-WAY	SE CORNER OF QUEEN AND MARION	ALBANY	97321	LUST	CLEANUP_COMPLETED
CLAYTON MARGRETE	33736 MEEKER RD NE	ALBANY	97322-7418	LUST	CLEANUP_COMPLETED
COMBS R HOT	416 SE 4TH STREET	ALBANY	97321	LUST	REPORTED
COMMERCIAL TITANIUM CASTINGS INC	1044 OLD SALEM RD NE	ALBANY	97321	HazWaste	
COSTCO GASOLINE FACILITY	3051 SE OAKWOOD AVENUE	ALBANY	97321	UST	Active
COSTCO GASOLINE FACILITY	3051 SE OAKWOOD AVENUE	ALBANY	97321	UST	Active
COSTCO GASOLINE FACILITY	3051 SE OAKWOOD AVENUE	ALBANY	97321	UST	Active
COSTCO WHOLESALE CORPORATION	3051 OAKWOOD AVE SE	ALBANY	97321	TRAACS	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	LUST	CLEANUP_STARTED
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	LUST	CLEANUP_STARTED
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	TRAACS	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	UST	Active
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	WQSIG	Inactive Terminated
COURTESY CORNER AND ALBANY HEATING OIL INC.	1515 CALAPOOIA S.W.	ALBANY	97321	WQSIG	Active Admin extended
CPM DEVELOPMENT CORPORATION	3615 PACIFIC BOULEVARD SW	ALBANY	97321	WQSIG	Active New

Facility Name	Address	City	zip Code	DEQ Program	Status
CUMMINGS TRANSFER CO	740 29TH SW	ALBANY	97321	LUST	CLEANUP_STARTED
CUMMINGS TRANSFER CO	740 29TH SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
DICK MULLICAN AUTO CENTER	310 2ND SE	ALBANY	97321	LUST	CLEANUP_STARTED
DOMESTIC RESIDENCE	2020 34TH AVE SE	ALBANY	97322-5806	LUST	CLEANUP_COMPLETED
DRAEGER DONALD	4982 WILLET TA ST SW	ALBANY	97321-3679	LUST	CLEANUP_COMPLETED
DUMANT JEFF	1610 27TH AVE SW	ALBANY	97321-3411	LUST	CLEANUP_COMPLETED
EAGY DAVE	1115 TAKENA ST SW	ALBANY	97321-2049	LUST	CLEANUP_COMPLETED
ECO-FLOW SOLID WASTE FACILITY	101 41ST AVE SE	ALBANY	97322-3891	SWIFT	Active
EICHELBERGER GAILE	1300 VINE ST SW	ALBANY	97321-2544	LUST	CLEANUP_COMPLETED
ELM STREET PROJECT	N SIDE OF 9TH & ELM ST	ALBANY	97321	LUST	CLEANUP_STARTED
ELSTOR SALES CO	1100 OLD SALEM RD NE	ALBANY	97321	ECSI	Listed on CRL or Inventory
ELSTOR SALES CO	1100 OLD SALEM RD NE	ALBANY	97321	HazWaste	
ELSTOR SALES CO	1100 OLD SALEM RD NE	ALBANY	97321	LUST	CLEANUP_STARTED
ENERG2 INC.	3000 Calapooia	ALBANY	97322	HazWaste	
ENERG2 INC.	3000 Calapooia	ALBANY	97322	TRAACS	Active
FANNIE MAE	1130 FRONT AVE NE	ALBANY	97321-3014	LUST	CLEANUP_COMPLETED
FANNIE--MAE	3245 LIBERTY ST SW	ALBANY	97321-3467	LUST	CLEANUP_COMPLETED
FERRY ST. RESEARCH AND DEVELOPMENT FACILITY	2830 FERRY ST NW	ALBANY	97322	WQSI S	Active Admin extended
FIFTH AVE RT-OF-WAY HOT	940 5TH AVE	ALBANY	97321	LUST	CLEANUP_COMPLETED
FISHER'S RPM INC.	1400 TIMBER ST SE	ALBANY	97322-7059	ECSI	No further action required
FISHER'S RPM INC.	1400 TIMBER ST SE	ALBANY	97322-7059	HazWaste	
FM FUEL STOP	2500 SANTIAM HWY SE	ALBANY	97322-5211	TRAACS	Active
FORMER AMERICAN CEMWOOD PLANT	595 GEARY ST NE	ALBANY	97321-4736	LUST	CLEANUP_COMPLETED
FORMER ARCO SERVICE STATION	1920 PACIFIC BOULEVARD SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
FORMER FABRICLAND	2141 SANTIAM HWY	ALBANY	97321	LUST	CLEANUP_COMPLETED
FORMER TRUCK MAINTENANCE FACILITY	1248 GOLDFISH FARM RD SE	ALBANY	97322-5144	ECSI	Suspect site requiring further investigation
FORMER UNOCAL BP 0004	500 QUEEN AVE. SW	ALBANY	97321	ECSI	No further action required
FORMER UNOCAL SS	1250 PRICE RD SE	ALBANY	97321	HazWaste	
FORSLUND CONSTRUCTION	3001 FERRY ST SW	ALBANY	97322-3938	HazWaste	
FORSLUND CONSTRUCTION	3001 FERRY ST SW	ALBANY	97322-3938	LUST	CLEANUP_COMPLETED
FORSLUND CONSTRUCTION	3001 FERRY ST SW	ALBANY	97322-3938	LUST	CLEANUP_COMPLETED
FRED MEYER INC	2502 SANTIAM HWY	ALBANY	97321	HazWaste	
FRED MEYER INC.	2500 SANTIAM HWY SE	ALBANY	97322-5211	LUST	CLEANUP_COMPLETED
FRED MEYER INC.	2500 SANTIAM HWY SE	ALBANY	97322-5211	UST	Active
FRED MEYER INC.	2500 SANTIAM HWY SE	ALBANY	97322-5211	UST	Active
FRED MEYER INC.	2500 SANTIAM HWY SE	ALBANY	97322-5211	UST	Active
FREDRICKSON PROPERTY	1800 OLD SALEM RD	ALBANY	97321	ECSI	No further action required
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	ECSI	Suspect site requiring further investigation
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	LUST	CLEANUP_STARTED
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	UST	Active
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	UST	Active
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	UST	Active
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	UST	Active
FULL CIRCLE INC.	33651 HWY 99E	TANGENT	97389	UST	Active
FULTON CARDLOCK	2525 E PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_STARTED
FULTON CARDLOCK	2525 E PACIFIC BLVD	ALBANY	97321	UST	Active
FULTON CARDLOCK	2525 E PACIFIC BLVD	ALBANY	97321	UST	Active
FULTON CARDLOCK	2525 E PACIFIC BLVD	ALBANY	97321	UST	Active
FULTON CARDLOCK	2525 E PACIFIC BLVD	ALBANY	97321	UST	Active

Facility Name	Address	City	zip Code	DEQ Program	Status
GEORGIA PACIFIC CORP	2190 OLD SALEM RD NE	MILLERSBURG	97321	LUST	CLEANUP_COMPLETED
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	ECSI	Suspect site requiring further investigation
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	HazWaste	
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	TRAACS	Active
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Inactive Renew with eff mod
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Inactive Renew no eff mod
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Active Admin extended
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Active Admin extended
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Inactive Renew no eff mod
GEORGIA-PACIFIC RESINS INC.	2190 OLD SALEM RD NE	ALBANY	97321-4576	WQSIG	Inactive Terminated
GOLDEN WEST HOMES INC	2445 S PACIFIC BLVD	ALBANY	97321	TRAACS	Active
GOLDIE'S DOWNTOWN TEXACO	330 LYON ST S	ALBANY	97321	LUST	CLEANUP_COMPLETED
GREATER ALBANY PUBLIC SCHOOL DIST	718 7TH AVE SW	ALBANY	97321-2320	LUST	CLEANUP_COMPLETED
GREATER ALBANY SCHOOL DISTRICT	430 11TH AVE SE	ALBANY	97322-3200	HazWaste	
GREATER ALBANY SCHOOL DISTRICT	430 11TH AVE SE	ALBANY	97322-3200	LUST	CLEANUP_COMPLETED
GREATER ALBANY SCHOOL DISTRICT 8-J	34100 MCFARLAND RD	TANGENT	97389	HazWaste	
GREATER ALBANY SCHOOL DISTRICT 8-J	34100 MCFARLAND RD	TANGENT	97389	LUST	CLEANUP_STARTED
HAMMOND WAYNE	2110 17TH AVE SW	ALBANY	97321-1849	LUST	CLEANUP_COMPLETED
HARING DON	718 WASHINGTON ST SW	ALBANY	97321-2334	LUST	CLEANUP_COMPLETED
HBOS MANUFACTURING LP.	2445 PACIFIC BLVD SW	ALBANY	97321	HazWaste	
HBOS MANUFACTURING LP.	2445 PACIFIC BLVD SW	ALBANY	97321	WQSIG	Active Admin extended
HBOS MANUFACTURING LP.	2445 PACIFIC BLVD SW	ALBANY	97321	WQSIG	Inactive Renew no eff mod
HENRY D HOT	120 MAIN	RICKREALL	97389	LUST	CLEANUP_COMPLETED
HINEY CHARLES M	1305 PACIFIC BLVD SE	ALBANY	97321	LUST	CLEANUP_STARTED
HOME DEPOT NO 4009	3500 SPICER RD SE	ALBANY	97321	HazWaste	
HOPPER-MOORE S HOT	425 SE HILL ST	ALBANY	97321	LUST	CLEANUP_COMPLETED
HOPTON TECHNOLOGIES INT LLC	140 QUEEN AVE SW	ALBANY	97322-3306	HazWaste	
HOPTON TECHNOLOGIES INT LLC	140 QUEEN AVE SW	ALBANY	97322-3306	WQSIG	Active Admin extended
HOPTON TECHNOLOGIES INT LLC	140 QUEEN AVE SW	ALBANY	97322-3306	WQSIG	Inactive Renew no eff mod
HOUGH ARTHUR	3115 13TH AVE SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
HOY R HOT	945 6TH AVE SW	ALBANY	97321-1915	LUST	CLEANUP_COMPLETED
HURD TRUST	828 CALAPOOIA ST SW	ALBANY	97321-2464	LUST	CLEANUP_COMPLETED
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	TRAACS	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
HWY 20 CARDLOCK	4195 SANTIAM HWY	ALBANY	97321	UST	Active
I-5 MILEPOST 232	I-5 MILEPOST 232		97321	ECSI	No further action required
I5 & HWY 20 TEXACO	3135 SANTIAM HWY	ALBANY	97321	UST	Active
I5 & HWY 20 TEXACO	3135 SANTIAM HWY	ALBANY	97321	UST	Active
I5 & HWY 20 TEXACO	3135 SANTIAM HWY	ALBANY	97321	UST	Active
I5 & HWY 20 TEXACO	3135 SANTIAM HWY	ALBANY	97321	UST	Active
INTERSTATE BRANDS CORPORATION	3511 PACIFIC BLVD SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	LUST	CLEANUP_STARTED
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	UST	Active
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	UST	Active
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	UST	Active

Facility Name	Address	City	zip Code	DEQ Program	Status
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	UST	Active
JACK'S TRUCK STOP	4196 SANTIAM SE	ALBANY	97321	UST	Active
JACKSONS OIL COMPANY #5781	4196 SANTIAM HWY SE	ALBANY	97322-7029	TRAACS	Active
JAMES' GARAGE	1810 GRAND PRAIRIE RD	ALBANY	97321	LUST	CLEANUP_COMPLETED
JENKS E HOT	31345 HIGHWAY 34	TANGENT	97389	LUST	CLEANUP_COMPLETED
JIMCO	136 SW 9TH AVE	ALBANY	97321	TRAACS	Active
JOAN RATLIFF	425 6TH AVE SW	ALBANY	97321-2306	LUST	CLEANUP_COMPLETED
JOHN NIX JR TRUCKING	335 W QUEEN AVE SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
JOHNSON EDLA	816 8TH AVE SW	ALBANY	97321-2405	LUST	CLEANUP_COMPLETED
JOLLEY GREG	124 7TH AVE SW	ALBANY	97321-2908	LUST	CLEANUP_STARTED
JONES PROPERTY	1177 SCRAVEL HILL RD SE	ALBANY	97322	ECSI	No further action required
KATHERINE EDICK	822 10TH AVE SW	ALBANY	97321-2428	LUST	CLEANUP_COMPLETED
KEETER MANUFACTURING INC	124 41ST AVE	ALBANY	97321	HazWaste	
KELLOGG R HOT	3105 CHICAGO SE	ALBANY	97321	LUST	CLEANUP_STARTED
KEMPF PROPERTY	T115 R3W SEC 16 - TL 601 602 700 704	ALBANY	97321	ECSI	No further action required
KENWATER NORTH AMERICA CO.	2800 OLD SALEM RD NE	ALBANY	97321-7330	ECSI	Suspect site requiring further investigation
KEY TRUST CO NW	2100 E PACIFIC BLVD	ALBANY	97321	LUST	REPORTED
KING MIKE	820 DAVIDSON ST SE	ALBANY	97322-5038	LUST	CLEANUP_COMPLETED
KITS CAMERAS NO 81	2035 14TH AVE SE	ALBANY	97321-8507	HazWaste	
KITSON-YU PROPERTY	1920 PACIFIC HWY (NE CORNER OF HWY 99 &	ALBANY	97321	ECSI	Suspect site requiring further investigation
KMART	3100 PACIFIC BLVD SE	ALBANY	97321-4553	HazWaste	
KYLE E HOT	431 SW 8TH	ALBANY	97321	LUST	CLEANUP_STARTED
Lassen Chevrolet Toyota	1205 PRICE RD SE	ALBANY	97322-7016	HazWaste	
LEATHERS ENTERPRISES INC.	3105 SANTIAM HWY SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
LEATHERS ENTERPRISES INC.	3105 SANTIAM HWY SE	ALBANY	97321	UST	Active
LEATHERS ENTERPRISES INC.	3105 SANTIAM HWY SE	ALBANY	97321	UST	Active
LEATHERS ENTERPRISES INC.	3105 SANTIAM HWY SE	ALBANY	97321	UST	Active
LEATHERS OIL CO.	3105 SANTIAM HWY SE	ALBANY	97322-5261	TRAACS	Active
LEHMAN RUTH	1235 WALNUT ST SW	ALBANY	97321-2549	LUST	CLEANUP_COMPLETED
LELAND AMMOND PROPERTY	6485 PACIFIC BLVD	ALBANY	97321	ECSI	Suspect site requiring further investigation
LEMONS MILLWORK	224 13TH AVE SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
LINN CO. COURTHOUSE	4TH & BROADALBIM	ALBANY	97321	LUST	CLEANUP_STARTED
LINN CO. GSA BLDG.	3RD & FERRY (ORIG. 4TH & FERRY)	ALBANY	97321	LUST	CLEANUP_COMPLETED
LINN COUNTY ARMORY HOT	FOURTH & LYONS ST	ALBANY	97321	LUST	REPORTED
LINN COUNTY SHOPS	3010 FERRY ST SW	ALBANY	97322-3937	LUST	CLEANUP_STARTED
LINN COUNTY TRACTOR	33965 HWY 99E	TANGENT	97389	LUST	CLEANUP_STARTED
LINN REGIONAL FUELING FACILITY	3010 FERRY ST SW	ALBANY	97322-3937	TRAACS	Active
LINN-BENTON BOWLING CENTER	5480 PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_STARTED
LINN-BENTON COMM COLLEGE	6500 PACIFIC BLVD SW	ALBANY	97321-3755	LUST	CLEANUP_STARTED
LINCO ELECTRIC CO	HWY 34 & COLUMBUS SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
M & M MART 1	501 PACIFIC BLVD S	ALBANY	97321	LUST	CLEANUP_STARTED
M & M MART 1	501 PACIFIC BLVD S	ALBANY	97321	LUST	CLEANUP_STARTED
M AND M #15	1545 E PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_STARTED
M&M #11	1645 QUEEN AVE SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
M&M #11	1645 QUEEN AVE SW	ALBANY	97321	UST	Active
M&M #11	1645 QUEEN AVE SW	ALBANY	97321	UST	Active
MA'S DAIRY FARM	3411 PACIFIC BLVD SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
MACS RADIATOR & REPAIR INC	975 ELLSWORTH ST	ALBANY	97321	HazWaste	
MADERA PRODUCTS INC	635 E WATER AVE	ALBANY	97321	ECSI	No further action required

Facility Name	Address	City	zip Code	DEQ Program	Status
MAIN AUTO BODY INC	300 E 1ST AVE	ALBANY	97321	HazWaste	
Mark Thomas Motors Inc	2315 SANTIAM HWY	ALBANY	97321	HazWaste	
Mark Thomas Motors Inc	2315 SANTIAM HWY	ALBANY	97321	LUST	CLEANUP_STARTED
MARK THOMAS MOTORS INC	408 PACIFIC BLVD SW	ALBANY	97321-2540	HazWaste	
MARK THOMAS MOTORS INC	408 PACIFIC BLVD SW	ALBANY	97321-2540	LUST	CLEANUP_COMPLETED
MARSHALL KEN	1410 WASHINGTON ST SW	ALBANY	97321-2642	LUST	CLEANUP_COMPLETED
MARTIN S HOT	2855 SANTIAM HWY SE	ALBANY	97322-5255	LUST	CLEANUP_COMPLETED
MATSON PATRICIA	3205 13TH AVE SE	ALBANY	97322-6905	LUST	CLEANUP_COMPLETED
MCCOY LEE	624 9TH AVE SW	ALBANY	97321-2413	LUST	CLEANUP_COMPLETED
MCKAY TRUCK & R.V. CENTER INC.	6225 OLD SALEM RD NE	ALBANY	97321-7391	HazWaste	
MCPHERSON MIKE	1300 HILL ST SE	ALBANY	97322-6710	LUST	CLEANUP_COMPLETED
MICHAEL WALL RESIDENCE	1624 JEFFERSON ST SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
MID-STATE PROPERTIES INC.	200 PACIFIC BLVD SW	ALBANY	97321-2536	ECSI	Listed on CRL or Inventory
MID-STATE PROPERTIES INC.	200 PACIFIC BLVD SW	ALBANY	97321-2536	LUST	CLEANUP_STARTED
MID-STATE PROPERTIES INC.	200 PACIFIC BLVD SW	ALBANY	97321-2536	LUST	CLEANUP_STARTED
MID-STATE PROPERTIES INC.	200 PACIFIC BLVD SW	ALBANY	97321-2536	LUST	CLEANUP_STARTED
MID-STATE PROPERTIES INC.	200 PACIFIC BLVD SW	ALBANY	97321-2536	LUST	CLEANUP_COMPLETED
MID-VALLEY TIRE	33011 HWY 99E	TANGENT	97389	LUST	CLEANUP_COMPLETED
MIKE BURNER RESIDENCE	2484 SE 41ST PL	ALBANY	97321	ECSI	No further action required
MIKE'S MARKET	1757 PACIFIC BLVD SE	ALBANY	97321-4834	LUST	CLEANUP_COMPLETED
MILL SUPPLY CORP	210 S JACKSON ST	ALBANY	97321	LUST	CLEANUP_COMPLETED
MILLER PAINT COMPANY	1350 PACIFIC BLVD SE	ALBANY	97321-4825	HazWaste	
MILLRITE FARMS INC	5454 WOODS RD NE	ALBANY	97321	HazWaste	
MINI-MART	1010 PACIFIC BLVD SE	ALBANY	97321-3151	LUST	CLEANUP_STARTED
MINI-MART	1010 PACIFIC BLVD SE	ALBANY	97321-3151	UST	Active
MINI-MART	1010 PACIFIC BLVD SE	ALBANY	97321-3151	UST	Active
MINI-MART	1010 PACIFIC BLVD SE	ALBANY	97321-3151	UST	Active
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	HazWaste	
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	LUST	CLEANUP_COMPLETED
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	UST	Active
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	UST	Active
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	WQSYS	Active Admin extended
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	WQSYS	Inactive Renew no eff mod
MORSE BROS. INC.	32260 HWY 34	TANGENT	97389	WQSYS	Inactive Terminated
MURRAY MARY	3036 LOCUST AVE SE	ALBANY	97322-5231	LUST	CLEANUP_COMPLETED
MUSTOE NINA	2832 S SHORE DR SE	ALBANY	97322-5236	LUST	CLEANUP_COMPLETED
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	HazWaste	
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Inactive Renew no eff mod
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Inactive Renew no eff mod
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Active Renew no eff mod
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Active Admin extended
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Inactive Renew no eff mod
NATIONAL FROZEN FOODS CORPORATION	745 30TH AVE SW (2 MILES S OFF HWY 99W)	ALBANY	97321	WQSYS	Inactive Renew no eff mod
NEUBO MICHELE	1600 SW LAWRIDGGE ST	ALBANY	97321	LUST	CLEANUP_COMPLETED
NEUSCHWANDER NATE	502 BRADLEY ST SE	ALBANY	97321-4944	LUST	CLEANUP_COMPLETED
NISSEN MOTOR CO	121 LYON ST SE	ALBANY	97321	HazWaste	
NISSEN MOTOR COMPANY	1920 PACIFIC BLVD SW	ALBANY	97321	HazWaste	
NISSEN MOTOR COMPANY	1920 PACIFIC BLVD SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
NISSEN MOTOR VACANT LOT	CORNER OF 1ST & BAKER STREETS	ALBANY	97321	LUST	CLEANUP_STARTED

Facility Name	Address	City	zip Code	DEQ Program	Status
NIX TRANSPORTATION	QUEEN AVE	ALBANY	97321	ECSI	Suspect site requiring further investigation
NNG ENERGY SYSTEMS INC	6500 SW PACIFIC BLVD	ALBANY	97321	HazWaste	
NNG ENERGY SYSTEMS INC	6500 SW PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_COMPLETED
NONE	1115 JACKSON ST SE	ALBANY	97322-3245	UST	Active
NORTHRUP KING CO.	33731 HWY 99E	TANGENT	97389	LUST	CLEANUP_COMPLETED
NORTHRUP KING CO.	33731 HWY 99E	TANGENT	97389	LUST	CLEANUP_COMPLETED
NORTHWEST INDUSTRIES INC	125 34TH AVE SW	ALBANY	97322-3849	ECSI	No further action required
NORTHWEST INDUSTRIES INC	125 34TH AVE SW	ALBANY	97322-3849	HazWaste	
NORTHWEST NATURAL GAS CO ALBANY CTR	730 34TH ST SW	ALBANY	97321	HazWaste	
NORTHWEST NATURAL GAS CO ALBANY CTR	730 34TH ST SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
NORTHWEST NATURAL GAS CO ALBANY CTR	730 34TH ST SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
NORTHWEST NATURAL GAS CO ALBANY CTR	730 34TH ST SW	ALBANY	97321	UST	Active
OAK ELEMENTARY	3610 OAK ST SE	ALBANY	97322-6150	LUST	CLEANUP_COMPLETED
ODOT ALBANY MAINT STA	1100 GOLDFISH FARM RD	ALBANY	97321	HazWaste	
OK NOVELTY SERVICES INC	715 9TH AVE SW	ALBANY	97321-2416	LUST	CLEANUP_COMPLETED
OLD ROADHOUSE	1117 JACKSON ST SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
OR METALLURGICAL CORP DBA ATI ALBANY OPERATIONS	425 34TH AVE SW	ALBANY	97322	HazWaste	
OREGON FREEZE DRY INC	525 25TH AVE SW	ALBANY	97321	HazWaste	
OREGON FREEZE DRY INC	525 25TH AVE SW	ALBANY	97321	LUST	CLEANUP_STARTED
OREGON FREEZE DRY INC	525 25TH AVE SW	ALBANY	97321	TRAACS	Active
OREGON FREEZE DRY INC.	525 25th Avenue SW	ALBANY	97321	WQSIG	Active Admin extended
OREGON FREEZE DRY INC.	525 25th Avenue SW	ALBANY	97321	WQSIG	Inactive Renew no eff mod
OREGON FREEZE DRY INC.	525 25th Avenue SW	ALBANY	97321	WQSIG	Active Admin extended
OREGON FREEZE DRY INC.	770 W 29TH	ALBANY	97321	HazWaste	
OREGON FREEZE DRY INC.	770 W 29TH	ALBANY	97321	LUST	CLEANUP_COMPLETED
OREGON FREEZE DRY INC.	770 W 29TH	ALBANY	97321	TRAACS	Active
OREGON FREEZE DRY INC.	770 W 29TH	ALBANY	97321	WQSIG	Active Admin extended
OREGON FREEZE DRY INC.	770 W 29TH	ALBANY	97321	WQSIG	Inactive Renew no eff mod
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	ECSI	Listed on CRL or Inventory
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	HazWaste	
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	LUST	REPORTED
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	TRAACS	Active
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Inactive Renew with eff mod
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Inactive Renew no eff mod
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Active Name Changed
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Active Name Changed
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Inactive Renew no eff mod
OREGON METALLURGICAL CORPORATION	530 34TH AVE SW	ALBANY	97322-3828	WQSIG	Inactive Renew no eff mod
OREMENT SUBSTATION	201 34TH AVE. SE	ALBANY	97322	ECSI	No further action required
OREMET LANDFILL	530 34TH AVE SW	ALBANY	97322-3828	SWIFT	Terminated
PACIFIC AUTO BODY & PAINT	357 SE 11TH AVE	ALBANY	97321	HazWaste	
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	ECSI	Listed on CRL or Inventory
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	HazWaste	
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	TRAACS	Active
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	WQSIG	Active Admin extended
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	WQSIG	Inactive Renew no eff mod
PACIFIC CAST TECHNOLOGIES INC.	150 QUEEN AVE SW	ALBANY	97322-3306	WQSIG	Active Admin extended
PACIFIC FABRICATORS & CONSTRUT	4455 MARION	ALBANY	97321	ECSI	Suspect site requiring further investigation
PACIFIC NORTHERN INDUSTRIAL INC	5236 PACIFIC BLVD SW	ALBANY	97321-3744	HazWaste	

Facility Name	Address	City	zip Code	DEQ Program	Status
Pacific Power & Light	830 OLD SALEM RD NE	ALBANY	97321-4539	HazWaste	
Pacific Power & Light	830 OLD SALEM RD NE	ALBANY	97321-4539	LUST	CLEANUP_STARTED
Pacific Power & Light	830 OLD SALEM RD NE	ALBANY	97321-4539	LUST	CLEANUP_COMPLETED
PACIFICORP WILLAMETTE POWER OFFICE	1247 MONTGOMERY ST SE	ALBANY	97322-3267	HazWaste	
PALM HARBOR HOMES INC.	3737 PALM HARBOR DRIVE	MILLERSBURG	97321	TRAACS	Active
PANOLAM INDUSTRIES INC.	3030 CALAPOOIA ST SW	ALBANY	97321	TRAACS	Active
PANOLAM INDUSTRIES INC.	3030 CALAPOOIA ST SW	ALBANY	97321	WQSIG	Active Admin extended
PANOLAM INDUSTRIES INC.	3030 CALAPOOIA ST SW	ALBANY	97321	WQSIG	Inactive Renew no eff mod
PANOLAM INDUSTRIES INC.	3030 CALAPOOIA ST SW	ALBANY	97321	WQSIG	Active Admin extended
PAPE BROTHERS INC.	3350 NATIONAL WAY SW	ALBANY	97321	ECSI	No further action required
PAPE BROTHERS INC.	3350 NATIONAL WAY SW	ALBANY	97321	HazWaste	
PARKER JEFF	2853 SALEM AVE SE	ALBANY	97321-4562	LUST	CLEANUP_COMPLETED
PASSON DAVID	500 BRADLEY ST SE	ALBANY	97321-4944	LUST	CLEANUP_STARTED
PAY-N-SAVE AUTO CENTER INC	2142 SANTIAM HWY	ALBANY	97321	LUST	CLEANUP_COMPLETED
PEAK SUN SILICON	3484 OLD SALEM RD NE	MILLERSBURG	97321	HazWaste	
PEAK SUN SILICON CORPORATION	OLD SALEM ROAD AND ARNOLD ROAD	MILLERSBURG	97321	TRAACS	Active
PERLENFEIN INC DBA B & R AUTO WRECKING	1052 GOLDFISH FARM RD	ALBANY	97321	ECSI	Listed on CRL or Inventory
PERLENFEIN INC DBA B & R AUTO WRECKING	1052 GOLDFISH FARM RD	ALBANY	97321	WQSIG	Active Admin extended
PERLENFEIN ED	1234 PACIFIC BLVD SE	ALBANY	97321-4823	LUST	REPORTED
PERLENFEIN ED	1234 PACIFIC BLVD SE	ALBANY	97321-4823	LUST	CLEANUP_STARTED
PETROCARD INC.	2525 PACIFIC BLVD SE	ALBANY	97321-5072	TRAACS	Active
PHYSICAL PLANT	3610 GRAND PRAIRIE RD SE	ALBANY	97322-5743	HazWaste	
PLAZA GAS CC #17	2812 SANTIAM HWY SE	ALBANY	97321	LUST	CLEANUP_STARTED
PLEMMONS K HOT	1435 CITY VIEW PL SW	ALBANY	97321-2035	LUST	CLEANUP_COMPLETED
PODRABSKY D HOT	855 SE ERMINE ST	ALBANY	97321	LUST	CLEANUP_COMPLETED
POWELL REDEVELOPMENT	1700 PACIFIC BLVD SE	ALBANY	97321-4833	LUST	CLEANUP_COMPLETED
PRIME LAN GRAND PRAIRIE	2850 GRAND PRAIRIE RD	ALBANY	97332	LUST	CLEANUP_COMPLETED
PRIVATSKY ANDY	1540 CHESTNUT ST SE	ALBANY	97322-6925	LUST	CLEANUP_COMPLETED
PROVIDENCE BANK	2900 PARK TER SW	ALBANY	97321-3477	LUST	CLEANUP_COMPLETED
PUBLIC LIBRARY HOT	302 FERRY ST SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
REDDAWAY TRUCK LINE	1050 JACKSON SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
REM METALS INC	320 QUEEN AVE SW	ALBANY	97321	HazWaste	
RESIDENTIAL ESTATE	4714 WILLET TA ST SW	ALBANY	97321-3676	LUST	CLEANUP_COMPLETED
RICHARDS CLEANERS	623 LYON ST	ALBANY	97321	ECSI	Suspect site requiring further investigation
RICHARDS CLEANERS	623 LYON ST	ALBANY	97321	HazWaste	
RICHARDS CLEANERS	623 LYON ST	ALBANY	97321	TRAACS	Active
RICHARDS ROB	1303 10TH AVE SW	ALBANY	97321-2018	LUST	CLEANUP_COMPLETED
RILEY DEL	724 FERRY ST SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
RIMROCK INVESTMENT PROPERTY	375 PACIFIC BLVD SW	ALBANY	97321-2570	LUST	CLEANUP_COMPLETED
RIVERBANK APARTMENT HOT	1525 SW 7TH ST	ALBANY	97321	LUST	REPORTED
ROLLAND ROAD GROUNDWATER STUDY AREA	ROLLAND ROAD	TANGENT	97389	ECSI	Suspect site requiring further investigation
SAFEWAY FUEL STATION #1659	1990 14TH AVE SE	ALBANY	97322-8504	UST	Active
SAFEWAY FUEL STATION #1659	1990 14TH AVE SE	ALBANY	97322-8504	UST	Active
SAFEWAY FUEL STATION #1659	1990 14TH AVE SE	ALBANY	97322-8504	UST	Active
SAFEWAY INC.	1980 14TH AVE SE	ALBANY	97322-8504	TRAACS	Active
SCHENDEL TIRE SERVICE INC	2708 SANTIAM HWY SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
SCHIEDLER BRYAN	316 4TH AVE SE	ALBANY	97321-2816	LUST	CLEANUP_COMPLETED
SCHMUNK PROPERTY	3015 OLD SALEM RD NE	ALBANY	97321	LUST	CLEANUP_COMPLETED
SCHOEN ELECTRIC	626 QUEEN AVE	ALBANY	97321	ECSI	No further action required

Facility Name	Address	City	zip Code	DEQ Program	Status
Schoens Motors Inc	2400 PACIFIC BLVD SW	ALBANY	97321	HazWaste	
Schoens Motors Inc	2400 PACIFIC BLVD SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
SCHOOL - WEST ALBANY HIGH	1130 QUEEN AVENUE SW	ALBANY	97321	HazWaste	
SCHROCK LINDA	840 DAVIDSON ST SE	ALBANY	97322-5038	LUST	CLEANUP_COMPLETED
SCHWAB T HOT	723 FERRY ST	ALBANY	97321	LUST	REPORTED
SEARS BUILDING - ALBANY	180 SW FERRY STREET	ALBANY	97321	LUST	CLEANUP_STARTED
SEARS ROEBUCK & CO ALBANY 7679	2095 14TH ST SE	ALBANY	97321-8507	HazWaste	
SHALIMAR PROPERTIES INC	3513 KNOX BUTTE RD	ALBANY	97321	LUST	CLEANUP_STARTED
SHANKELFORD LOUISE	3130 13TH AVE SE	ALBANY	97322-6902	LUST	CLEANUP_COMPLETED
SHEET METAL SOLUTIONS	31959 GLASS DRIVE	TANGENT	97389	WQSIG	Active Renew no eff mod
SHEFFIELD APARTMENTS HOT	755 DAVIDSON STREET	ALBANY	97321	LUST	CLEANUP_STARTED
SHERWIN-WILLIAMS #8080	2945 SANTIAM HWY SE	ALBANY	97322-5257	HazWaste	
SHIRLEY THOMAS SERVICE STATION	33004 HIGHWAY 99E	TANGENT	97389	LUST	CLEANUP_COMPLETED
SIMPSON TIMBER CO	875 WAVERLY DR NE	ALBANY	97321	ECSI	Suspect site requiring further investigation
SIMS JESSE	3622 PACIFIC BLVD SW	ALBANY	97321-7717	LUST	CLEANUP_COMPLETED
SMOKECRAFT	850 30TH AVE SW	ALBANY	97321	ECSI	Listed on CRL or Inventory
SMOKECRAFT	850 30TH AVE SW	ALBANY	97321	HazWaste	
SNO-TEMP	530 LOCHNER RD	ALBANY	97321	WQSIG	Active Renew no eff mod
SODA ASH BLDG.	300 VINE ST SW	ALBANY	97321-2201	WQSIG	Active Admin extended
SOURCE RECYCLING INC.	840 30TH AVE SW	ALBANY	97322-3544	WQSIG	Active Admin extended
SOURCE RECYCLING INC.	840 30TH AVE SW	ALBANY	97322-3544	WQSIG	Inactive Renew no eff mod
SOUTH ALBANY HIGH SCHOOL	3705 COLUMBUS ST SE	ALBANY	97322-6182	HazWaste	
SOUTH ALBANY HIGH SCHOOL	3705 COLUMBUS ST SE	ALBANY	97322-6182	LUST	CLEANUP_COMPLETED
SOUTHERN PACIFIC RR - MILLERSBURG	OLD SALEM RD	MILLERSBURG	97321	ECSI	Suspect site requiring further investigation
SPURLIN PROPERTY	3297 SALEM AVE SE	MILLERSBURG	97321-4565	LUST	REPORTED
SRC DIVISION OF ROSSBOROUGH SUPPLY CO	2920 ARNOLD RD	ALBANY	97321	HazWaste	
ST MARYS CATHOLIC PARISH	728 ELLSWORTH ST SW	ALBANY	97321	HazWaste	
STEWART PEGGY	235 ERMINE ST SE	ALBANY	97321-5043	LUST	CLEANUP_COMPLETED
STRAIT VIRGINIA	1290 MAIN ST SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
STRENG GREG	2155 SE MAIN	ALBANY	97321	LUST	CLEANUP_COMPLETED
SUNRISE ELEMENTARY	730 19TH AVE SE	ALBANY	97322-4219	LUST	CLEANUP_COMPLETED
SUPER LUBE - ALBANY	450 PACIFIC BLVD SW	ALBANY	97321-2540	ECSI	Suspect site requiring further investigation
SUPRA CORPORATION	1188 COMMERCIAL WAY	ALBANY	97321	LUST	CLEANUP_COMPLETED
SWEETWATER ESTATES 3RD ADDITION	CLEAR WATER DR	MILLERSBURG	97321	WQSIG	Active Renew no eff mod
SYNTHETECH INC	1290 INDUSTRIAL WAY SW	ALBANY	97322-3342	ECSI	No further action required
SYNTHETECH INC	1290 INDUSTRIAL WAY SW	ALBANY	97322-3342	HazWaste	
SYNTHETECH INC	1290 INDUSTRIAL WAY SW	ALBANY	97322-3342	TRAACS	Active
SYNTHETECH INC	1290 INDUSTRIAL WAY SW	ALBANY	97322-3342	WQSIG	Active Admin extended
SYNTHETECH INC	1290 INDUSTRIAL WAY SW	ALBANY	97322-3342	WQSIG	Inactive Renew no eff mod
TANGENT GARAGE	30030 HWY 99E	TANGENT	97389	LUST	CLEANUP_COMPLETED
TANGENT RFPD	32053 BIRDFOOT DR	TANGENT	97389	LUST	CLEANUP_STARTED
TARGET	875 BETA DRIVE SW	ALBANY	97321	HazWaste	
TARGET 0609	2255 14TH AVE SE	ALBANY	97322-8513	HazWaste	
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	ECSI	Listed on CRL or Inventory
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	HazWaste	
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	LUST	CLEANUP_COMPLETED
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	LUST	CLEANUP_STARTED
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	TRAACS	Active
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	WQSIG	Active Name Changed

Facility Name	Address	City	zip Code	DEQ Program	Status
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	WQSIG	Active Name Changed
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	WQSIG	Inactive Renew no eff mod
TDY INDUSTRIES INC DBA WAH CHANG	1600 OLD SALEM RD NE	ALBANY	97321-4548	WQSIG	Inactive Renew no eff mod
TITAN REBUILDERS CO INC	755 E WATER ST	ALBANY	97321	HazWaste	
TOM TOM DELI & MARKET	321 AIRPORT RD NE	ALBANY	97321	LUST	CLEANUP_COMPLETED
TOM TOM DELI & MARKET	321 AIRPORT RD NE	ALBANY	97321	UST	Active
TOM TOM DELI & MARKET	321 AIRPORT RD NE	ALBANY	97321	UST	Active
TOM TOM DELI & MARKET	321 AIRPORT RD NE	ALBANY	97321	UST	Active
TOM TOM DELI & MARKET	321 AIRPORT RD NE	ALBANY	97321	UST	Active
TOM TOM DELI & MARKET	321 AIRPORT RD SE	ALBANY	97322-4505	TRAACS	Active
TOMLIN INVESTMENTS INC.	725 1ST AVE E	ALBANY	97321	LUST	CLEANUP_STARTED
TOSCO OWNED EQUIP SOUTHERN PACIFIC PROP	3651 NE TANK FARM RD	ALBANY	97321	HazWaste	
TOUPS LYNN R	520 ELSWORTH SW	ALBANY	97321	LUST	CLEANUP_STARTED
TOWN AND COUNTRY CLEANERS	838 PACIFIC BLVD SE	ALBANY	97321-3207	ECSI	Suspect site requiring further investigation
TOWN AND COUNTRY CLEANERS	838 PACIFIC BLVD SE	ALBANY	97321-3207	HazWaste	
TRANSUE MARGIE	341 4TH AVE SE	ALBANY	97321-2817	LUST	CLEANUP_COMPLETED
TRUAX CORPORATION	1705 HILL ST SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
TRUAX CORPORATION	1705 HILL ST SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
TRUAX CORPORATION	1128 PACIFIC BLVD SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
TRUAX CORPORATION	1128 PACIFIC BLVD SE	ALBANY	97321	TRAACS	Active
TRUAX CORPORATION	1128 PACIFIC BLVD SE	ALBANY	97321	UST	Active
TRUAX CORPORATION	1128 PACIFIC BLVD SE	ALBANY	97321	UST	Active
TRUAX CORPORATION	1128 PACIFIC BLVD SE	ALBANY	97321	UST	Active
TRUAX CORPORATION CC#12	505 PACIFIC BLVD SW	ALBANY	97321	TRAACS	Active
TRUAX CORPORATION CC#12	505 PACIFIC BLVD SW	ALBANY	97321	UST	Active
TRUAX CORPORATION CC#12	505 PACIFIC BLVD SW	ALBANY	97321	UST	Active
TRUAX CORPORATION CC#12	505 PACIFIC BLVD SW	ALBANY	97321	UST	Active
TRUAX CORPORATION CC#12	505 PACIFIC BLVD SW	ALBANY	97321	UST	Active
Truax Oil Inc	3410 NE OLD SALEM RD	ALBANY	97321	HazWaste	
Truax Oil Inc	3410 NE OLD SALEM RD	ALBANY	97321	LUST	CLEANUP_COMPLETED
Truax Oil Inc	3410 NE OLD SALEM RD	ALBANY	97321	UST	Active
TUM-A-LUM LUMBER	522 PACIFIC BLVD SW	ALBANY	97321-2621	LUST	CLEANUP_STARTED
TUM-A-LUM LUMBER	522 PACIFIC BLVD SW	ALBANY	97321-2621	UST	Active
TUM-A-LUM LUMBER	522 PACIFIC BLVD SW	ALBANY	97321-2621	UST	Active
TUM-A-LUM LUMBER	522 PACIFIC BLVD SW	ALBANY	97321-2621	UST	Active
U S WEST INC.	30920 EHLEN DRIVE	ALBANY	97321	LUST	CLEANUP_COMPLETED
UNITED STATES BAKERY	946 S WAVERLY DR	ALBANY	97321	LUST	CLEANUP_COMPLETED
UNOCAL 3613	902 PACIFIC BLVD SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
UNOCAL 5624 (OLD UNOCAL)	1260 PRICE ROAD	ALBANY	97321	LUST	CLEANUP_COMPLETED
UNOCAL BULK PLANT (FORMER)	1720 SW WASHINGTON STREET	ALBANY	97321	LUST	CLEANUP_STARTED
UPRR	ARNOLD RD NE	ALBANY	97321	ECSI	No further action required
UPRR - ALBANY YARD		ALBANY	97321	ECSI	Suspect site requiring further investigation
US FOREST INDUSTRIES INC	2703 S PACIFIC BLVD	ALBANY	97321-7702	HazWaste	
USDOE RESERCH CENTER	1450 QUEEN AVE SW	ALBANY	97321-2152	ECSI	Listed on CRL or Inventory
USDOE RESERCH CENTER	1450 QUEEN AVE SW	ALBANY	97321-2152	HazWaste	
USPS - ALBANY	525 2ND AVE SW	ALBANY	97321	LUST	CLEANUP_COMPLETED
USWEST - ALBANY C O - 010001	135 MONTGOMERY SE	ALBANY	97321	LUST	CLEANUP_COMPLETED
USWEST - ALBANY C O - 010001	135 MONTGOMERY SE	ALBANY	97321	UST	Active
VALLEY SUBARU	2425 SANTIAM HWY SE	ALBANY	97321	LUST	CLEANUP_STARTED

Facility Name	Address	City	zip Code	DEQ Program	Status
VEAL PROPERTY	2935 PACIFIC BLVD	ALBANY	97321	LUST	CLEANUP_COMPLETED
VENETIAN THEATER HOT	241 1ST AVE W	ALBANY	97321-2223	LUST	CLEANUP_COMPLETED
VIPER NORTHWEST INC.	480 13TH AVE SE	ALBANY	97322-3281	TRAACS	Active
WALMART SUPERCENTER # 5396	1330 GOLDFISH FARM RD SE	ALBANY	97322-5154	HazWaste	
WAREHOUSE	630 LYON ST S	ALBANY	97321-2919	LUST	CLEANUP_COMPLETED
WAVERLY CLEANERS	2736 PACIFIC BLVD SE # A	ALBANY	97321-5075	TRAACS	Active
WENTWORTH MOTORS INC	139 1ST AVE E	ALBANY	97321	LUST	CLEANUP_COMPLETED
WENTWORTH PROPERTY	201 EAST FIRST	ALBANY	97321	LUST	CLEANUP_COMPLETED
WESTERN FARM SERVICES - TANGENT	32092 HWY 34	TANGENT	97389	ECSI	Listed on CRL or Inventory
WESTERN FARM SERVICES - TANGENT	32092 HWY 34	TANGENT	97389	ECSI	Suspect site requiring further investigation
WESTERN FARM SERVICES - TANGENT	32092 HWY 34	TANGENT	97389	HazWaste	
WEYERHAEUSER COMPANY	3923 OLD SALEM RD NE	ALBANY	97321	WQSIG	Active Transfer
WEYERHAEUSER COMPANY	3923 OLD SALEM RD NE	ALBANY	97321	WQSIG	Inactive Renew no eff mod
WEYERHAEUSER COMPANY	2812 OLD SALEM RD NE	ALBANY	97321-7330	HazWaste	
WEYERHAEUSER COMPANY	2812 OLD SALEM RD NE	ALBANY	97321-7330	TRAACS	Active
WEYERHAEUSER COMPANY	2812 OLD SALEM RD NE	ALBANY	97321-7330	WQSIG	Active Admin extended
WEYERHAEUSER COMPANY	2812 OLD SALEM RD NE	ALBANY	97321-7330	WQSIG	Inactive Terminated
WHITESIDE DEREK	1510 TAKENA ST SW	ALBANY	97321-2161	LUST	CLEANUP_COMPLETED
WICKEL STEVE	804 10TH AVE SW	ALBANY	97321-2428	LUST	CLEANUP_COMPLETED
WILLAMETTE & PACIFIC RR - ALBANY	1000 JACKSON ST SE	ALBANY	97321	ECSI	Suspect site requiring further investigation
WILLAMETTE INDUSTRIES - FIRE BRIGADE TRAINING SITE	3252 OLD SALEM RD NE	ALBANY	97321	ECSI	Suspect site requiring further investigation
WILLAMETTE INDUSTRIES INC	2550 OLD SALEM RD NE	ALBANY	97321-7354	HazWaste	
WILLAMETTE INDUSTRIES INC	2550 OLD SALEM RD NE	ALBANY	97321-7354	TRAACS	Active
WILLAMETTE INDUSTRIES INC	2550 OLD SALEM RD NE	ALBANY	97321-7354	WQSIG	Active DEQ Init Modif
WILLAMETTE INDUSTRIES INC	2550 OLD SALEM RD NE	ALBANY	97321-7354	WQSIG	Inactive Renew no eff mod
WILLAMETTE INDUSTRIES INC.	3750 MARION ST SE	ALBANY	97321	HazWaste	
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	HazWaste	
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	SWIFT	Active
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	TRAACS	Active
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	WQSIG	Inactive Renew no eff mod
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	WQSIG	Active Transfer
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	WQSIG	Active Admin extended
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	WQSIG	Inactive Renew no eff mod
WILLAMETTE INDUSTRIES INC.	2800 OLD SALEM RD NE	ALBANY	97321-7331	WQSIG	Inactive Renew no eff mod
WILLAMETTE SEED CO	220 JEFFERSON NE	ALBANY	97321	ECSI	No further action required
WILLIAM JONDROW	175 LAKE ST SE	ALBANY	97321-4520	LUST	CLEANUP_COMPLETED
WILLOW BROOK ESTATES	1944 MARION STREET SE	ALBANY	97321	WQSIG	Active Renew no eff mod
WIMER LOGGING - ALBANY	9TH SOUTHSIDE WEST WARNER AVE	ALBANY	97321	LUST	CLEANUP_COMPLETED
Withnell Nissan Lincoln Mercury	2505 PACIFIC BLVD SE	ALBANY	97321-5072	HazWaste	
WOOD JOSEPH	1735 24TH AVE SE	ALBANY	97322-5536	LUST	CLEANUP_COMPLETED
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	LUST	CLEANUP_COMPLETED
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	TRAACS	Active
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	UST	Active
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	UST	Active
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	UST	Active
YOUNGER OIL CARDLOCK	1130 OLD SALEM RD NE	ALBANY	97321	UST	Active
CARTER HAROLD	632 S MAIN STREET	JEFFERSON	97352	LUST	CLEANUP_COMPLETED
GRICE BILL	1180 N 2ND ST	JEFFERSON	97352-9711	LUST	CLEANUP_COMPLETED
JEFFERSON SD 14J	1328 N 2ND ST	JEFFERSON	97352	HazWaste	

Facility Name	Address	City	zip Code	DEQ Program	Status
LDS JEFFERSON CHURCH ADDITION	681 JEFFERSON - SCIO DRIVE	JEFFERSON	97352	WQSI	Active New
M.S.P. CHEVRON STATION #306	187 2ND ST	JEFFERSON	97352	LUST	CLEANUP_COMPLETED
M.S.P. CHEVRON STATION #306	187 2ND ST	JEFFERSON	97352	UST	Active
M.S.P. CHEVRON STATION #306	187 2ND ST	JEFFERSON	97352	UST	Active
M.S.P. CHEVRON STATION #306	187 2ND ST	JEFFERSON	97352	UST	Active
M.S.P. CHEVRON STATION #306	187 2ND ST	JEFFERSON	97352	UST	Active
MARIA SAWTELL ESTATE	240 UNIVERSITY ST	JEFFERSON	97352	LUST	CLEANUP_COMPLETED
MICKEY MERTON PROPERTY	298 N 2ND ST	JEFFERSON	97352-9703	LUST	CLEANUP_COMPLETED
MRS. HAND HOT	263 N SECOND STREET	JEFFERSON	97352	LUST	CLEANUP_COMPLETED
TRUAX CORPORATION	187 N 2ND ST	JEFFERSON	97352-9702	TRAACS	Active
TRUAX TIRE STORES	686 N 2ND ST	JEFFERSON	97352	LUST	CLEANUP_COMPLETED
USPS LAFAYETTE HOT	491 THIRD STREET	LAFAYETTE	97127	LUST	CLEANUP_STARTED
WILBUR-ELLIS PLANTR	409 HAZEL ST	JEFFERSON	97352-9252	ECSI	No further action required

Appendix B: SHPO Sites

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing				
eligible/contributing				
eligible/contributing				
not eligible/non-contributing				
eligible/contributing				
eligible/contributing		845 NORTH ALBANY RD NW	ALBANY	97321
eligible/contributing				
eligible/contributing		914 NORTH ALBANY RD NW	ALBANY	97321
eligible/contributing		915 NORTH ALBANY RD NW	ALBANY	97321
eligible/contributing				
eligible/contributing		1855 TO 1859 HWY 20 NW	ALBANY	97321
eligible/contributing		349 CRESWELL LN NW	ALBANY	97321
eligible/contributing		UNASSIGNED	ALBANY	97321
eligible/contributing				
eligible/contributing				
eligible/contributing		609 HICKORY ST NW STE 150	ALBANY	97321
eligible/contributing		1217 NORTHVIEW LN NW	ALBANY	97321
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing		1701 SPRINGHILL DR	ALBANY	97321
eligible/contributing		1701 SPRINGHILL DR	ALBANY	97321
eligible/contributing		1436 HARDER LN NW	ALBANY	97321
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing				

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing		2577 HWY 20 NE	ALBANY	97321
eligible/contributing				
eligible/contributing		2975 HWY 20 NW	ALBANY	97321
eligible/contributing				
eligible/contributing		905 JONES AVE NW	ALBANY	97321
eligible/contributing		211 JUNIPER LN NW	ALBANY	97321
eligible/contributing				
eligible/contributing		1609 LAUREL WAY NW	ALBANY	97321
eligible/contributing				
eligible/contributing		5174 PALESTINE AVE NW	ALBANY	97321
eligible/contributing		5174 PALESTINE AVE NW	ALBANY	97321
eligible/contributing				
undetermined		UNASSIGNED	ALBANY	97321
eligible/contributing		4966 POWERS AVE NW	ALBANY	97321
eligible/contributing				
eligible/contributing				
eligible/contributing				
eligible/contributing		668 QUARRY RD NW	ALBANY	97321
eligible/contributing		935 SCENIC DR NW	ALBANY	97321
eligible/contributing		1007 SCENIC DR NW	ALBANY	97321
eligible/contributing				
eligible/contributing		3083 RIDGEVIEW LN NW	ALBANY	97321
eligible/contributing		1310 SPRINGHILL DR	ALBANY	97321
eligible/significant		1708 SPRINGHILL DR	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing		1801 SPRINGHILL DR	ALBANY	97321
eligible/contributing		525 E THORNTON LAKE DR NW	ALBANY	97321
eligible/contributing		505 E THORNTON LAKE DR NW	ALBANY	97321
eligible/contributing		UNASSIGNED	ALBANY	97321
eligible/contributing		2423 W THORNTON LAKE DR NW	ALBANY	97321
eligible/contributing		2665 W THORNTON LAKE DR NW	ALBANY	97321
eligible/contributing		1497 HIGHWAY 20 NW	ALBANY	97321
eligible/contributing		253 WALKER LN NW	ALBANY	97321
eligible/contributing		236 WALKER LN NW	ALBANY	97321
eligible/contributing		381 WALKER LN NW	ALBANY	97321
eligible/contributing		UNASSIGNED	ALBANY	97321
eligible/contributing		577 WALKER LN NW	ALBANY	97321
eligible/contributing		1497 HIGHWAY 20 NW	ALBANY	97321
eligible/contributing				
eligible/significant	Individually Listed	297 WATER AVE NW	ALBANY	97321
eligible/significant	Individually Listed			
eligible/significant	Individually Listed	3700 KNOX BUTTE RD NE	ALBANY	97322
eligible/significant	Listed Individually & in Hist	208 7TH AVE SE	ALBANY	97321
eligible/significant	Listed Individually & in Hist	731 BROADALBIN ST SW	ALBANY	97321
eligible/significant	Individually Listed	1120 12TH AVE SW	ALBANY	97321
eligible/significant	Listed Individually & in Hist	222 1ST AVE W	ALBANY	97321
eligible/significant	Individually Listed			
eligible/significant	Listed Individually & in Hist	237 6TH AVE SE	ALBANY	97321
eligible/significant	Individually Listed	238 3RD AVE SE	ALBANY	97321
eligible/significant	Listed Individually & in Hist	518 2ND AVE SW	ALBANY	97321
eligible/significant	Listed Individually & in Hist	638 5TH AVE SE	ALBANY	97321
eligible/significant	Listed Individually & in Hist	632 BAKER ST SE	ALBANY	97321
eligible/significant	Listed Individually & in Hist	510 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	627 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	416 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	723 WALNUT ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	204 2ND AVE SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	201 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	240 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1122 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	234 LYON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	411 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	124 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	625 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	334 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	220 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	735 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	532 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	605 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	513 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	529 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	727 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	735 6TH AVE SE	ALBANY	97321
eligible/significant	Listed in Historic District	322 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	630 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	331 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	606 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	325 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	133 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	539 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	615 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	505 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	306 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	323 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	824 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	516 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	620 VINE ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	837 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	931 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	514 ELM ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	517 9TH AVE SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	425 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	717 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	326 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1131 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	907 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	815 MAPLE ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	539 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	822 8TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	532 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	735 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	717 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	145 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1001 WASHINGTON ST SW	ALBANY	97321
undetermined		428 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	711 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	630 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	617 WALNUT ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	526 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	632 WALNUT ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	714 9TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	938 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	617 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	845 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	839 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	808 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	138 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	418 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	321 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	802 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	336 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	623 MAPLE ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	634 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	430 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	633 WASHINGTON ST SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	955 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	825 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	316 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	339 8TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	724 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1134 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	432 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	528 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1014 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	341 1ST AVE NW	ALBANY	97321
eligible/contributing	Listed in Historic District	319 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	506 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1260 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	905 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	705 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	201 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	519 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	426 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	928 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	140 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	434 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	223 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	434 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	206 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	227 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	329 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	333 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	122 1ST AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	429 1ST AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	211 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	104 1ST AVE E	ALBANY	97321
eligible/contributing	Listed in Historic District	309 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	111 BROADALBIN ST	ALBANY	97321
eligible/contributing	Listed in Historic District	118 5TH AVE SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	506 2ND AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	205 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	527 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	328 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	440 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	128 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	238 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	317 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	331 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	505 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	333 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	718 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	720 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	505 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1122 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	540 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	414 12TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	720 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	640 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	326 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1035 9TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	540 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	705 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	632 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	925 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	816 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	627 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	622 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	404 CALAPOOIA ST SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	438 8TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	722 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	624 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	215 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	318 11TH AVE SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	726 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	732 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	832 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	530 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	725 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	821 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	522 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	722 MAPLE ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	829 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	630 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	618 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	406 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	425 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	606 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	439 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	316 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	324 CALAPOOIA ST SW 4	ALBANY	97321
eligible/contributing	Listed in Historic District	334 CALAPOOIA ST SW 2	ALBANY	97321
eligible/contributing	Listed in Historic District	940 FERRY ST SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	615 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	522 CALAPOOIA ST SW 4	ALBANY	97321
eligible/contributing	Listed in Historic District	532 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	630 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	523 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	438 9TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	606 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	804 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	806 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	730 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	728 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	815 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	516 ELM ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	626 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	823 4TH AVE SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	906 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	338 6TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	532 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1004 WASHINGTON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	220 7TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	810 LYON ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	527 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	620 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	331 CALAPOOIA ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	225 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	506 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	637 9TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	438 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	1106 FERRY ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	300 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	323 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	516 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	522 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	540 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	608 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	618 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	632 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	625 2ND AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	420 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	506 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	510 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	520 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	521 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	526 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	540 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	614 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	626 3RD AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	627 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	639 3RD AVE SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	704 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	712 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	718 3RD AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	728 3RD AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	736 3RD AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	804 3RD AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	130 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	140 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	206 4TH AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	218 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	224 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	240 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	316 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	322 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	331 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	341 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	342 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	507 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	510 4TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	521 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	527 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	538 4TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	548 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	618 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	621 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	625 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	630 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	639 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	640 4TH AVE SE	ALBANY	97321
eligible/significant	Listed in Historic District	703 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	704 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	717 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	718 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	726 4TH AVE SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	740 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	741 4TH AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	805 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	806 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	807 4TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	205 5TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	208 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	225 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	311 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	337 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	340 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	405 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	413 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	414 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	420 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	427 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	428 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	440 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	505 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	508 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	510 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	515 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	526 5TH AVE SE 3	ALBANY	97321
eligible/contributing	Listed in Historic District	540 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	606 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	616 5TH AVE SE	ALBANY	97321
eligible/significant	Listed in Historic District	621 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	626 5TH AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	706 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	715 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	716 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	725 5TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	730 5TH AVE SE 3	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	738 5TH AVE SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
not eligible/non-contributing	Listed in Historic District	739 5TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	805 5TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	216 6TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	225 6TH AVE SE 1	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	230 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	244 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	314 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	327 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	337 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	338 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	338 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	403 6TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	417 6TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	427 6TH AVE SE C	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	515 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	516 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	517 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	522 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	527 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	532 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	540 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	606 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	615 6TH AVE SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	635 6TH AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	638 6TH AVE SE 2	ALBANY	97321
eligible/contributing	Listed in Historic District	640 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	739 6TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	120 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	132 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	1383 27TH AVE SE	ALBANY	97322
not eligible/non-contributing	Listed in Historic District	210 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	215 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	220 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	223 7TH AVE SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
eligible/contributing	Listed in Historic District	231 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	238 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	319 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	329 7TH AVE SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	525 7TH AVE SE	ALBANY	97321
eligible/contributing	Listed in Historic District	733 LYON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	409 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	423 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	424 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	434 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	524 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	532 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	606 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	612 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	624 BAKER ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	627 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	635 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	724 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	729 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	734 BAKER ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	413 MONTGOMERY ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	421 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	431 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	521 MONTGOMERY ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	135 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	618 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	624 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	629 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	639 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	714 MONTGOMERY ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	728 MONTGOMERY ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	422 RAILROAD ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	540 RAILROAD ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	680 RAILROAD ST SE	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
not eligible/out of period	Listed in Historic District	427 JACKSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	430 JACKSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	529 JACKSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	524 JACKSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	532 JACKSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	613 JACKSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	623 JACKSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	215 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	223 JEFFERSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	324 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	327 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	330 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	405 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	410 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	422 JEFFERSON ST SE	ALBANY	97321
demolished	Listed in Historic District	324 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	432 JEFFERSON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	514 JEFFERSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	520 JEFFERSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	525 JEFFERSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	529 JEFFERSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	607 JEFFERSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	1620 JEFFERSON ST SE	ALBANY	97322
eligible/contributing	Listed in Historic District	613 JEFFERSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	625 JEFFERSON ST SE	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	632 JEFFERSON ST SE	ALBANY	97321
not eligible/out of period	Listed in Historic District	697 JEFFERSON ST SE 6	ALBANY	97321
not eligible/out of period	Listed in Historic District	530 THURSTON ST SE	ALBANY	97321
eligible/contributing	Listed in Historic District	111 1ST AVE W	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	115 1ST AVE NE	ALBANY	97321
eligible/contributing	Listed in Historic District	121 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	129 1ST AVE W ALBANY OR 97321-0000		00000
eligible/contributing	Listed in Historic District	122 ELLSWORTH ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	206 1ST AVE SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
not eligible/non-contributing	Listed in Historic District	300 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	301 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	317 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	325 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	327 1ST AVE W	ALBANY	97321
not eligible/out of period	Listed in Historic District	339 1ST AVE NW	ALBANY	97321
eligible/contributing	Listed in Historic District	405 1ST AVE NW	ALBANY	97321
eligible/contributing	Listed in Historic District	420 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	411 1ST AVE NW	ALBANY	97321
eligible/contributing	Listed in Historic District	420 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	415 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	442 1ST AVE W	ALBANY	97321
eligible/contributing	Listed in Historic District	116 2ND AVE SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	125 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	207 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	208 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	125 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	207 2ND AVE SW	ALBANY	97321
not eligible/out of period	Listed in Historic District	229 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	331 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	339 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	425 2ND AVE SW 204	ALBANY	97321
eligible/contributing	Listed in Historic District	456 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	222 WASHINGTON ST SW	ALBANY	97321
not eligible/out of period	Listed in Historic District	221 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	225 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	221 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	121 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	124 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	127 BROADALBIN ST NW	ALBANY	97321
eligible/contributing	Listed in Historic District	225 BROADALBIN ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	229 3RD AVE SW	ALBANY	97321
not eligible/out of period	Listed in Historic District	205 ELLSWORTH ST SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	220 ELLSWORTH ST SW	ALBANY	97321

ELIGIBILITY	National Register Status	Site Address	City	Zip Code
not eligible/out of period	Listed in Historic District	231 ELLSWORTH ST SW	ALBANY	97321
not eligible/out of period	Listed in Historic District	234 ELLSWORTH ST SW	ALBANY	97321
eligible/contributing	Listed in Historic District	240 WASHINGTON ST SW	ALBANY	97321
not eligible/out of period	Listed in Historic District			
eligible/contributing	Listed in Historic District	435 1ST AVE W	ALBANY	97321
undetermined		229 3RD AVE SW	ALBANY	97321
eligible/significant	Individually Listed			
not eligible/non-contributing	Listed in Historic District			
eligible/contributing	Listed in Historic District			
not eligible/non-contributing	Listed in Historic District	229 1ST AVE W	ALBANY	97321
eligible/contributing		116 2ND AVE SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	116 2ND AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	436 2ND AVE SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	2197 53RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	537 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	622 3RD AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District			
eligible/contributing	Listed in Historic District	420 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	442 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	515 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	515 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	530 34TH AVE SW 90	ALBANY	97322
eligible/contributing	Listed in Historic District	618 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	622 4TH AVE SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	622 4TH AVE SW	ALBANY	97321
not eligible/non-contributing	Listed in Historic District	839 4TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	407 11TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	410 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	422 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	617 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	620 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	721 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	830 5TH AVE SW	ALBANY	97321
eligible/contributing	Listed in Historic District	909 5TH AVE SW	ALBANY	97321

The mobility measures help to answer the question “does the project list (scenario) help to reduce travel costs (out-of-pocket expenses and travel time) and improve travel time reliability for all modes?”

For the AAMPO area, the following indicators were used to compare mobility across the analyzed scenarios:

- Travel Time
- Quality of Service
- Out of Pocket Costs
- Travel Characteristics

Travel Time

Travel time refers to the amount of time it takes to travel between an origin and destination. It is often considered to be a user cost and/or impediment to travel (though not always).

Transportation decision making can affect travel times by either increasing or decreasing the capacity and connectivity of transportation networks (for all modes).

The evaluation tool compares travel time between scenarios in total person-hours of travel time saved. This measure includes travel time savings for transit riders. The travel time savings for the two scenarios are summarized in Table 5.

Table 5: Travel Time Savings Results

Scenario	Personal travel time savings relative to base case (hours per day)	Monetized benefits*
Scenario 1	310 to 506	\$13-\$34
Scenario 2	51 to 108	\$2-\$7

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

Travel demand savings were estimated from the CALM travel demand model, and as noted earlier, focused only on I-I trips within the AAMPO boundary. Initially, daily travel time savings were pulled from daily CALM model scenario, which has limited sensitivity to peak hour traffic conditions. To better represent the potential range in travel time savings, PM peak hour delays (multiplied by the ratio of daily to PM peak hour trips) were used to define the high-end of potential travel time savings.

As shown in Table 5, Scenario 1 provides the highest travel time savings and largest corresponding monetized mobility benefit. The new river crossing included in Scenario 1 pulls trips off the overcapacity Hwy 20 bridges, decreasing delays for drivers on portions of Hwy 20 and in downtown Albany. However, the monetized travel time savings benefits created by the new river crossing are lower than the capital costs for the improvements.

“The monetized travel time savings benefits created by the new river crossing are lower than the capital costs for the improvements.”

Scenario 2 provides some marginal mobility benefits, mostly from the variety of capacity enhancements included in the scenario project list. The I-5/Knox Butte/Hwy 20 improvements provide minimal mobility benefits, as much of the area with the interchange improvements is below capacity by the year 2040, per the CALM model estimates.

Unlike daily travel time savings, total hours of congestion is a PM peak hour measure, but is also derived from the CALM model. Again, focusing on trips internal to the AAMPO area, this measure compares travel model congested peak travel times to free flow travel time, resulting in total hours of peak congestion experienced by all drivers. This indicator is summarized in Table 6.

Table 6: Hours of Congestion (PM Peak Hour) Results

Scenario	Total hours of congestion (PM peak hour only)
Base Year (2010)	54
Baseline Scenario	134
Scenario 1	121
Scenario 2	131

Note that the CALM model Base Year (2010) scenario data was added to Table 6 to provide a reference to congestion conditions that currently exist in the AAMPO area.

Like travel time savings, the impact of each scenario upon the hours of congestion is very limited. Scenario 1 performs the best, but is only marginally better than Scenario 2. Overall, the lack of congested delay within the AAMPO area under future baseline conditions limits the possible hours of congestion benefits for each scenario.

Quality of Service

Quality of service refers to the increase in travel time experienced due to congested conditions or a breakdown in the transportation network compared to free-flow conditions. Transportation decision making can affect delay by increasing or decreasing the capacity and connectivity of transportation networks, and through other methods such as by providing incident response programs or improving traffic signal timing coordination.

The following two indicators were used to measure quality of service:

- Recurring congestion
- Non-recurring congestion

Recurring congestion is measured as the average delay per daily trip, while non-recurring delay approximates the buffer time required for peak hour travel, i.e. how much extra time on average a person should add to their travel time estimate to arrive at their destination on time. These reliability measures were pulled from the CALM model and are summarized in Table 7.

Table 7: Reliability Results

Scenario	Recurring delay (min:sec/trip)	Non-Recurring delay (min:sec/trip)
Base Year (2010)	0:15	0:30
Baseline Scenario	0:37	0:58
Scenario 1	0:23	0:49
Scenario 2	0:26	0:56

Note that the CALM model Base Year (2010) scenario data was added to Table 7 to provide a reference to how congestion conditions are modeled for current AAMPO area conditions.

Like the previous mobility indicators, Scenario 1 performs the best for both recurring and non-recurring delay, due mostly to shifting demand off the Hwy 20 bridge and onto the new river crossing. While the magnitude of the reliability improvements from appear slight, note that the delays are spread across all internal PM peak hour trips. Both recurring and non-recurring delay savings could be significantly higher for trips on more congested routes.

Out of Pocket Costs

Out of pocket costs refer to fees paid by travelers, such as tolls, gasoline purchases, transit fares, parking, etc. Transportation decision making can affect out of pocket travel costs through the implementation of road pricing programs, the establishment of free transit zones, parking fee structures, and other types of programs.

The evaluation tool calculates user cost by mode and combines all results to create an average cost per daily trips. These average trip costs are summarized in Table 8.

Table 8: Average User Cost Results

Scenario	Average cost per daily person-trip (\$/trip)	Cumulative User Savings*
Base Year (2010)	\$0.86	N/A
Baseline Scenario	\$0.96	\$0
Scenario 1	\$0.96	-\$1.2 to -\$1.9
Scenario 2	\$0.95	-\$0.5 to -\$0.7

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

Note that the CALM model Base Year (2010) scenario data was added to Table 8 to provide a reference to trip cost conditions that currently exist in the AAMPO area.

The average user costs do not vary significantly between scenarios. As the projects included in both scenarios do not include any programs that directly impact user costs (such as parking fees or road pricing programs) the main impact to average user cost is mobility, in terms of average trip length. The new river crossing in Scenario 1 slightly increases average trip lengths throughout the AAMPO area, effectively eliminating the user cost benefits created by delay reductions in the scenario. The minor delay reductions in Scenario 2 result in a slight decrease in average user costs. However, the slight increases in vehicle trips associated with each scenario

reverse the cumulative savings for both scenario. This phenomenon is mainly due to additional trips shift from external-internal or internal-external to internal-internal in both scenarios.

“The new river crossing in Scenario 1 slightly increases average trip lengths throughout the AAMPO area, effectively eliminating the user cost benefits created by delay reductions in the scenario. The minor delay reductions in Scenario 2 result in a slight decrease in average user costs. However, the slight increases in vehicle trips associated with each scenario reverse the cumulative savings for both scenario.”

Travel Characteristics

Trip length refers to the distance traveled between an origin and destination. Transportation decision making can impact average trip distances by coordinating land use and transportation, implementing a vehicle-miles traveled fee, and increasing the number of transit routes or bikeways to avoid causing out-of-direction travel, among others.

Travel characteristics were summarized with the following two indicators:

- Mode split
- Daily vehicle-miles-traveled per person (VMT/Capita)

These indicators were derived from the travel demand model and are summarized in Table 9.

Table 9: Mode Split and VMT/Capita Results

Scenario	Mode Split				VMT/Capita
	Auto*	Bus	Bike	Walk	
Base Year (2010)	86.93%	0.28%	3.13%	9.66%	6.04
Baseline Scenario	89.70%	0.23%	2.70%	7.36%	6.91
Scenario 1	89.74%	0.23%	2.69%	7.34%	6.95
Scenario 2	89.24%	0.56%	2.70%	7.51%	6.90

*Includes auto passenger person trips

Note that the CALM model Base Year (2010) scenario data was added to Table 9 to provide a reference to how future scenario travel characteristics are estimated to differ from existing conditions within the AAMPO area.

The projects included in Scenario 1 do not have a significant impact on mode split. However, as mentioned in the previous section, the new river crossing leads to a slight increase average trip length for the AAMPO area. The new river crossing does provide some trip length reduction to trips either passing through, entering, or exiting AAMPO. However, the new overcrossing does not provide a more direct (by distance) route for any high-volume origin-destination groupings within the AAMPO area. Therefore, while the new river crossing does provide some travel delay relief to Hwy 20, trips re-routed onto the new river crossing are typically longer (by distance) than they were under future baseline conditions. The overall impact of these re-routed trips is a slight increase in VMT per capita for Scenario 1.

“The Scenario 2 transit improvements more than double transit ridership over future baseline conditions, with most of the new riders shifting from auto modes. However, transit ridership still accounts for less than 1% of all person trips within AAMPO, so the overall impact of the increased transit ridership is reduced to a very slight decrease in

Scenario 2 includes significant transit improvements, both in service frequency and service area. These improvements more than double transit ridership over future baseline conditions, with most of the new riders shifting from auto modes. However, transit ridership still accounts for less than 1% of all person trips within AAMPO, so the overall impact of the increased transit ridership is reduced to a very slight decrease in VMT/capita.

Goal 2: Accessibility

Goal 2: Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.

The accessibility measure helps to answer the question “does the project list (scenario) facilitate the ease with which travelers can reach or use modes of transportation? Does the plan or action ease access to opportunities and destinations that give rise to the need for travel?”

For the AAMPO region, the following indicators were used to compare accessibility across the analyzed scenarios:

- Proximity
- Modal Availability
- Intra-Regional Accessibility

Note that all accessibility indicators measured with the analysis tool (proximity and modal availability) only include trips i-i trips within the AAMPO boundary. The intra-regional accessibility measures were not included in the evaluation of the scenario themes but are included in in this section to further inform the comparative regional impacts of the new river crossing project.

Proximity

The proximity indicator refers to aspects of land use that increase access to and between common destinations, including mixed land uses and measures of density (such as intersection density and activity center density, etc.). Transportation decision making can influence land use by shaping and guiding development decisions.

For this comparative analysis commute time was used as the indicator, measured as percent of population within 15 minutes of their work destination during the PM peak hour. The 15-minute commute time was selected base on the trip length constraints for I-I trips within the AAMPO boundary. The results for this indicator are summarized in Table 10.

Table 10: Commute Time Results

Scenario	% of Population with ≤15-minute peak hour commute
Base Year (2010)	97.3%
Baseline Scenario	93.1%
Scenario 1	94.4%
Scenario 2	93.2%

Note that the CALM model Base Year (2010) scenario data was added to Table 10 to provide a reference to peak hour commute conditions that currently exist in the AAMPO area.

More than 90% of PM peak hour commutes that begin and end within the AAMPO area are less than 15 minutes under future baseline conditions and both scenarios. The new river overcrossing reduces commute times for slightly more of the population, but the overall percentages of commutes below 15 minutes do not change significantly between scenarios.

Modal Availability

The modal availability indicator refers to the availability of different transportation modes, including bicycle, pedestrian, transit, and auto, as well as to the availability of non-traditional transportation modes, such as the internet for teleworking or online-shopping. Transportation decision making can influence modal availability by prioritizing and identifying the types of capital projects that will be developed.

For the AAMPO area analysis, three indicators were used to measure modal availability:

- Population within ¼ mile of a transit stop served by a minimum headway of 30 minutes,
- Miles of multi-use paths and bicycle boulevards
- Miles of sidewalk coverage, measured as miles of new sidewalk

The modal availability indicators all were measured in GIS and are summarized in Table 11. Note that the miles of multi-use paths, bike boulevards, and sidewalk coverage are measured as an increase over existing conditions for each scenario, including Financially Constrained (Baseline). Also, note that the miles of active transportation improvements are not broken down by facility quality (separated path versus bike lane, etc.). Facility quality is captured and monetized in the Journey Ambience indicators under the Quality of Life section.

Table 11: Modal Availability Results

Scenario	% of Population within ¼ mile of transit stop with 30-minute minimum headway	Miles of new multi-use paths and bicycle boulevards	Miles of new sidewalk
Base Year (2010)	5%	N/A	N/A
Baseline Scenario	4%	31.6	49.1
Scenario 1	4%	40.4	57.9
Scenario 2	50%	43.4	59.0

Under existing, future baseline, and Scenario 1 transit conditions only one roadway segment within the AAMPO area experiences transit service with at least one 30-minute headways per day. This segment (along Hwy 99E near the transit center) has overlapping bus lines. The transit service improvements included with Scenario 2 provide significantly more 30-minute headway transit access throughout the AAMPO area, reaching 50% of the area population with such service.

The transit accessibility indicator also provides key information regarding transportation system equity. While this measure is not broken out into income levels, the overall increase in population with access to quality transit service indicates better transportation options for a much higher proportion of the AAMPO area population. People without access to a vehicle are far likelier to have access to quality transit service in Scenario 2 than in Baseline or Scenario 1 conditions.

The Financially Constrained project list includes several miles of bicycle and sidewalk improvements. Both scenarios add to these improvements. The mileage of bicycle and pedestrian improvements in Scenario 2 come mostly from project targeting active transportation modes. The improvement mileage in Scenario 1 comes mostly from new roadway construction or existing roadway urbanization upgrades; high budget projects with a primary auto focus.

Intra-Regional Accessibility

While not directly addressed in the scenario evaluation analysis, the impacts of major capital projects on travel between AAMPO and other regional centers (specifically Corvallis) are also important to the region, as stated in Goal 2 of the RTP. The impacts of a new river crossing are especially important when assessing travel between Albany and Corvallis on Highway 20 and Highway 34. These impacts are summarized with the following indicators:

- Percent of Hwy 20 and Hwy 34 where the future PM peak hour demand exceeds the capacity
- PM peak hour average travel time on Hwy 34 and Hwy 20
- PM peak hour vehicle hours of delay for trips between AAMPO and CAMPO
- Percent of total VMT for PM Peak Hour trips between Albany and Corvallis that does not use Hwy 20 or Hwy 34 (measure of trip diversion to local routes)

Demand to capacity and average travel time indicators on Hwy 20 and Hwy 34 were measured over the following segments (shown in Figure 1):

- Hwy 20: Hwy 99 (Albany) to Harrison Boulevard (Corvallis)
- Hwy 34: I-5 (Tangent) to west of the Van Buren Bridge (Corvallis)

All indicators were measured from the CALM model for the following scenarios:

- Existing (2010)
- Baseline Scenario: Financially Constrained
- Scenario 1: Improve Capacity
- Scenario 2: Managing Congestion on Existing Corridors

The Intra-Regional Accessibility indicators are summarized in Table 12.

Table 12: Intra-Regional Accessibility Results

Scenario	Facility	% Demand/ Capacity>1.0		Average Travel Time (min:sec)		Vehicle Hours of Delay (hours)	% Non- Highway VMT
		EB	WB	EB	WB		
Base Year (2010)	Hwy 20	7.8%	0%	20:22	16:44	176	51%
	Hwy 34	10.5%	0%	16:33	13:14		
Baseline Scenario	Hwy 20	57.8%	3.7%	26:39	18:15	570	54%
	Hwy 34	30.5%	8.6%	23:56	15:01		
Scenario 1	Hwy 20	58.6%	3.7%	25:12	18:06	529	56%
	Hwy 34	30.5%	8.6%	22:40	14:46		
Scenario 2	Hwy 20	57.8%	3.4%	26:27	18:13	560	54%
	Hwy 34	30.5%	8.6%	23:52	15:03		

The intra-regional accessibility results indicate that the new river crossing does provides marginal benefits to the AAMPO-CAMPO commute, but does not fix the capacity issues on Hwy 20. The new river crossing decreases eastbound (Corvallis to Albany) PM peak hour commutes by about 1.5 minutes, but does not shift enough trips off Hwy 20 to bring more of the corridor below capacity. The new overcrossing also shifts an additional 2% of the commute VMT onto local road, mainly in region between North Albany, Adair Village, and Corvallis. Ultimately, the intra-regional mobility benefits from the new river crossing are reduced by the congestion on Hwy 20 west of the AAMPO boundary, as most of the trips using the new river crossing re-join or exit Hwy 20 at Scenic Drive, bypassing a segment of Hwy 20 that is already improved to include more capacity under future baseline conditions.

“The intra-regional accessibility results indicate that the new river crossing does provides marginal benefits to the AAMPO-CAMPO commute, but does not fix the capacity issues on Hwy 20.”

Goal 3: Safety and Security

Goal 3: Increase the safety and security for all travel modes on the regional system

The safety and security measures help to answer the question “does the scenario improve the safety of transportation facilities and systems? Does the plan or action improve the security at existing or planned transportation facilities?”

For the AAMPO region, the following indicators were used to compare safety and security across the analyzed scenarios:

- System Safety
- System Security

Note that all quantified safety indicators measured only include data from within the AAMPO area boundary. Safety impacts to transportation facilities outside AAMPO (such as Hwy 20 west of North Albany) were not included.

System Safety

The system safety indicator refers to costs related to the losses of life and property that result from transportation incidents. Transportation decision making can influence costs related to the loss of life by designing transportation plans, projects, and actions that result in increased safety for all modes and users. This general indicator refers to injury costs that result from transportation incidents. Transportation decision making can influence injury costs by designing transportation plans, projects, and actions that result in increased safety for all modes and users.

For the AAMPO area analysis. The evaluation analysis used two indicators to measure safety:

- Fatal, Injury A (incapacitating), and Injury B (non-incapacitating) crashes
- Property Damage Only (PDO) accidents

Future crashes were estimated for each scenario using GIS located crash data and average daily traffic estimates from the CALM model to create crash rates throughout the AAMPO area. Injury and PDO crash rates were calculated and applied separately. Fatal, Injury A, and Injury B crashes were derived from the existing proportion of all injury crashes within AAMPO. Simplified crash modification factors were implemented to decrease future crash rates at locations with safety improvements identified in the scenarios. The base and future annual crash information is summarized in Table 13, along with the monetized benefits for Scenario 1 and Scenario 2 over the Baseline (Financially Constrained) future conditions.

Table 13: System Safety Results

Scenario	Injury and Fatality				PDO		
	Fatalities	Injury A	Injury B	Total	Benefit*	Crashes	Benefit*
Base Year (2010)	3.2	11.0	263.2	277.4	N/A	281.8	N/A
Baseline Scenario	1.7	15.2	363.4	380.3	\$0	391.4	\$0
Scenario 1	1.7	14.8	352.8	369.3	\$13-\$22	376.3	\$0.3-\$0.6
Scenario 2	1.7	13.8	345.2	360.7	\$22-\$36	375.1	\$0.4-\$0.6

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

Both scenarios provide significant monetized benefits from crash reductions, with Scenario 2 performing the best. Crash reductions in Scenario 1 mainly result from the I-5 ramp consolidation improvements in the Millersburg area, along with some traffic diversion from high crash locations on Hwy 99E and Hwy 20. In Scenario 2, the I-5/Knox Butte/Hwy 20 interchange ramp consolidation and access improvements provide significant safety benefits. The miscellaneous intersection improvement projects also provide some benefits, especially at locations with high crash frequencies. Overall, the analysis results indicate that safety improvements targeting locations with injury crashes could provide significant monetary benefits for the AAMPO region.

System Security

The system security indicator refers to the resiliency of the transportation network to unexpected events, such as terrorism and natural disasters. Transportation decision making can influence resiliency by designing transportation plans, projects, and actions that consider evacuation routes and issues related to climate change adaptation, among others.

For the AAMPO scenarios, system security was analyzed qualitatively. The new river crossing in Scenario 1 provides a significant upgrade to the system resiliency, adding route redundancy to the regional network. The new bridge also provides a seismically upgraded alternative to the existing Hwy 20 bridges. Scenario 2 also provides system resiliency due to the I-5/Knox Butte/Hwy 20 interchange improvements, which include new seismically updated bridges and overpasses. Overall, Scenario 1 rates higher than Scenario 2 for the System Security indicator due to the network redundancy benefits of the new river crossing.

Goal 4: Environmental Stewardship

Goal 4: Protect the natural and built environment

The environmental stewardship measures help to answer the question “does the scenario provide a transportation system that meets the ecological and social needs of the present without compromising the ability of future generations to meet their own ecological and social needs?”

For the AAMPO region, the following indicators were used to compare environmental stewardship across the analyzed scenarios:

- Air Quality
- Greenhouse Gas Emissions
- Resources at Risk

Note that all air quality and greenhouse gas emissions measured in evaluation analysis only include impacts (VMT) from i-i trips within the AAMPO boundary.

Air Quality

The air quality indicator refers to air quality, as regulated under the Clean Air Act. Transportation decision making can impact air quality in a variety of ways, including the emission of Criteria Air Pollutants (e.g. carbon monoxide, sulfur dioxide, nitrogen dioxide, ozone, lead, and particulate matter) and Mobile Source Air Toxics (MSATs) during the construction and operation of transportation projects.

For the AAMPO area analysis, the following indicators were used to measure scenario air quality impacts:

- Criteria Air Contaminants
 - Nitrogen Oxides (NO_x)
 - Sulfur Dioxide (SO₂)
 - Fine Particulate Matter (PM_{2.5})
 - Carbon Monoxide (CO)
 - Volatile Organic Compounds (VOCs)
- Air Toxics
 - Benzene
 - Diesel PM

The annual emissions for each scenario were estimated using a simplified version of the EPA Motor Vehicle Emission Simulator (MOVES). VMT by mode data from the CALM model was used to provide the main inputs into the emissions model. The emissions model also contains key assumptions about the future vehicle fleet, assuming less old high-emissions vehicles on the road by the year 2040. The criteria air contaminants indicators were monetized in the evaluation tool and are summarized in Table 14 along with the air toxics (which are not monetized).

Table 14: Air Quality Results

Scenario	Criteria Air Contaminants**							Air Toxics***		
	NO _x	SO ₂	PM _{2.5}	CO	VOCs	Total	Benefit*	Benzene	Diesel PM	Total
Base Year (2010)	0.350	0.002	0.015	0.442	0.029	0.837	N/A	0.667	13.864	14.540
Baseline Scenario	0.059	0.001	0.002	0.317	0.004	0.384	\$0	0.102	1.006	1.108
Scenario 1	0.060	0.001	0.002	0.319	0.004	0.386	-\$0.2-0.3	0.103	1.019	1.122
Scenario 2	0.060	0.001	0.002	0.316	0.004	0.383	\$0	0.102	1.009	1.111

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

**Criteria Air Contaminants reported in thousands of annual short tons

***Air Toxics reported in annual short tons

As documented previously, the VMT impacts of both scenarios are minimal, with some a slight increase in Scenario 1 and negligible difference in Scenario 2. The small difference in total emissions for both scenarios reflect the nearly equal VMT.

Greenhouse Gas Emissions

The greenhouse gas emissions indicator refers to the energy consumed and greenhouse gases emitted during the design and construction of transportation projects, as well as during transportation operations. Transportation decision making can impact energy consumption and greenhouse gas emissions in a variety of ways, including the decision of the types of capital projects to invest in (highway, transit, bike, or pedestrian, etc.), the types of programs to invest in (e.g. transportation demand management programs), and/or policies to implement (e.g. road pricing or parking fees that can discourage single occupancy vehicle travel), among others.

For the AAMPO area analysis, life-cycle CO_{2E} was used as the greenhouse gas emissions indicator. The CO_{2E} emissions by scenario were calculated using the same process as used for the air quality indicators (simplified version of MOV ES). The greenhouse gas emissions indicators for each scenario are summarized in Table 15, along with the monetized greenhouse gas emissions benefits for each scenario.

Table 15: Greenhouse Gas Emissions Results

Scenario	Greenhouse Gas Emissions	
	Annual Life Cycle CO _{2E} (millions of metric tons)	Benefit*
Base Year (2010)	0.0807	N/A
Baseline Scenario	0.1036	\$0
Scenario 1	0.1046	-\$0.53
Scenario 2	0.1037	-\$0.08

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

As with the air quality indicator, the impacts of both scenarios are minimal, with some a slight increase in Scenario 1 and negligible difference in Scenario 2. The small difference in total emissions for both scenarios reflect the nearly equal VMT.

Resources at Risk

The resources at risk indicator refers to the presence and diversity of species (both plant and animal) as well as the conservation of critical habitat. Transportation decision making can influence biodiversity in several ways, including decisions regarding where and how to develop (impacts to habitat), creating impacts to the environment that are harmful to threatened and endangered species (air, water, and noise pollution, etc.), and construction and design techniques (split profile roadways, wildlife crossings, etc.), among others.

For the AAMPO study area, the following environmental and cultural resources at risk (as identified and mapped in “TM #6: Environmental Analysis Part 1” were analyzed for this indicator:

- Endangered Animals
- Fish Habitats
- Endangered Plants
- Vegetation
- Wildlife Habitats
- Wetlands
- Geological Hazards (including hazardous materials locations)
- Parks
- Historic Buildings

Project impacts on the resources listed above were identified using GIS. Weighting criteria was assigned to projects within a scenario based on a planning level estimate of project cross-sections. Project impacts were also weighted based on proximity to resources. The result is a weighted score representing the total impacts to natural, built, and cultural resources for each scenario, as summarized in Table 16.

Table 16: Resources at Risk Results

Scenario	Natural, Built, and Cultural Resources at Risk
Scenario 1	924
Scenario 2	1,799

The findings from this indicator are rather counter-intuitive, but reflect potential construction impacts to one primary natural resource risk: Hazardous materials sites (mainly existing or old gas stations). Scenario 2 has several projects in the central Albany area, including the I-5/Knox Butte/Hwy 20 projects. Many of these projects would occur near sites with underground pollution plumes, which if exposed could create major environmental run-off and groundwater

“The findings from this indicator are rather counter-intuitive, but reflect potential construction impacts to one primary natural resource risk: Hazardous materials sites (mainly existing or old gas stations).”

issues. Therefore, while the major capital projects in Scenario 1 do have more impacts to wetlands and animal habitats, the hazardous materials locations impacted by Scenario 2 projects create greater environmental risks.

Goal 5: Economic Vitality

Goal 5: Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities

The economic vitality measures help to answer the question “does the scenario contribute to the economic prosperity of Oregon (i.e., growth in employment, production, or other high value economic activity)?”

Due to limited economic data for the AAMPO area as well as fixed employment by type and location between scenarios, a single indicator, Economic Impact of more Efficient Transportation Services, was used for comparison between scenarios.

Economic Impact of more Efficient Transportation Services

The economic impact of more efficient transportation services indicator refers to changes to the State, regional or local economy resulting from improvements in the performance of the transportation system (e.g., travel time saving, improved access, and reduced shipping costs). Examples include: economic development at either end of an expanded freight corridor, and improved labor productivity resulting from reduced commuting times.

The specific indicator used to measure the economic impact of more efficient transportation services was business travel time savings relative to the base case. These business travel time savings were normalized by trip distance and presented as monetized benefits, as shown in Table 17.

Table 17: Business Travel Time Savings Results

Scenario	Business Travel Time Savings	
	Hours Per Day	Benefit*
Scenario 1	34 to 83	-\$1.5 to \$5.1
Scenario 2	6 to 15	-\$0.4 to \$0.6

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

The results for this indicator may be counter-intuitive. For the lower estimate of travel time savings (as discussed in the travel time indicator section) both scenarios provide some slight reductions in travel delay for business travel, slight increases in business travel average trip length (and VMT) in both scenarios lead to a slightly negative monetized impact overall. With

the higher travel time savings (based off peak hour delays) both scenarios have positive monetized benefits.

Goal 6: Funding and Finance

Goal 6: Demonstrate responsible stewardship of funds and resources.

The funding and finance measures help to answer the question “how does the scenario impact public accounts in terms of effects on fiscal balances and indebtedness?”

For the AAMPO region, the following indicators were used to compare funding and finance across the analyzed scenarios:

- Capital Costs
- Lifecycle Costs
- Operating Revenues

Capital Costs

This general indicator refers to all one-time, non-recurring expenditures associated with the implementation of a plan, project or action. Typical capital costs for a transportation project include right-of-way acquisition costs, permitting costs, design and engineering costs, and construction costs.

For each scenario, capital costs were assumed for each project identified. Capital cost schedules were estimated for each scenario based on the following assumptions:

- Funding for Aspirational projects is immediately available for both Scenario 1 and Scenario 2
- Major capital projects (new river crossing, interchange improvements) are distributed over the shortest possible time for reasonable design and construction
- Smaller capital projects would be constructed immediately (year 2017)
- Financially constrained project funding is distributed evenly to every year until 2040

The capital funding schedules for the two scenarios are plotted in Figure 9.

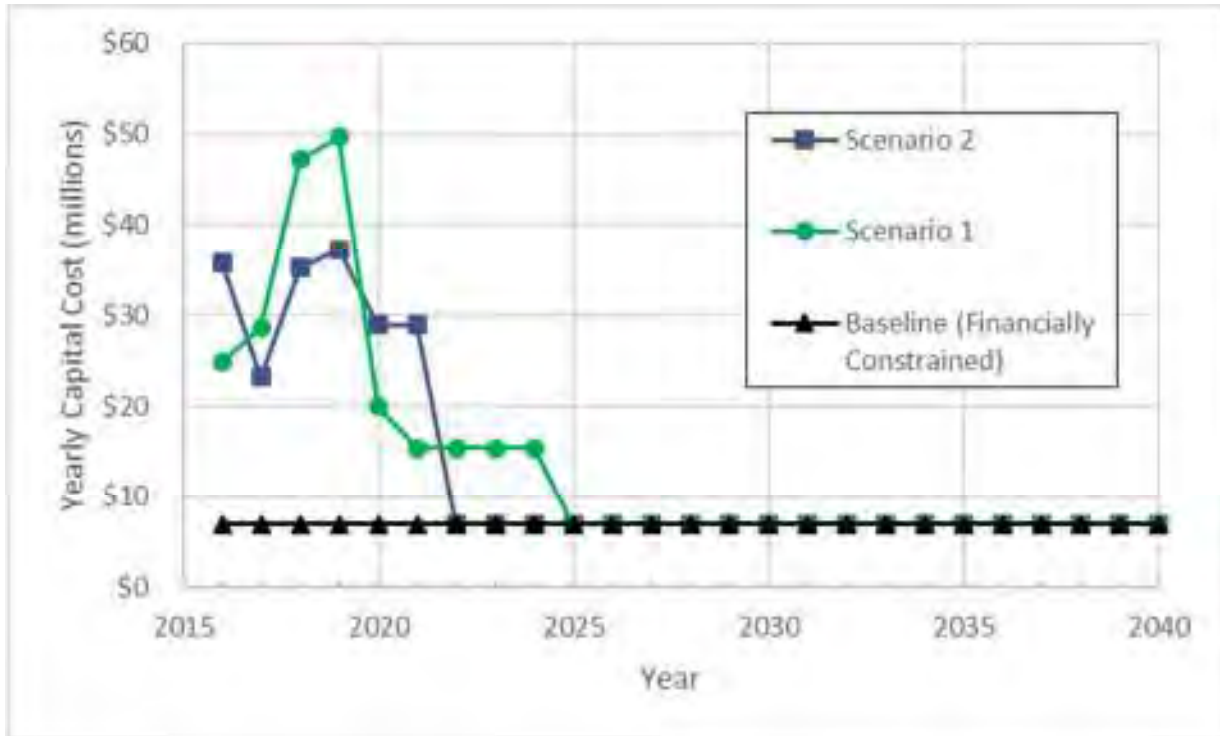


Figure 9: Capital Cost Schedule by Scenario

Note that the capital costs shown in Figure 9 are not adjusted for inflation. All benefit/cost analysis performed in the evaluation tool was adjusted for inflation. The scenario capital costs (relative to the Baseline Scenario) are shown in Table 18 both with and without inflation adjustments.

Table 18: Capital Cost Results

Scenario	Capital Costs*	
	Without Inflation	Inflation adjusted (present day value)
Scenario 1	\$170.6	\$140.8 to \$156.5
Scenario 2	\$149.5	\$127.4 to \$139.2

*Benefits reported in millions of dollars, aggregated over the analysis period (2017-2040)

Both scenarios have significant capital investment costs. Scenario 1 has the highest overall cost, primarily driven by the new river crossing and corresponding connectivity projects such as the Millersburg I-5 interchange, Conser Road widening, re-alignment, and rail overcrossing. The primary capital cost in Scenario 2 come from the I-5/Knox Butte/Hwy 20 interchange and related connectivity projects. The highest cost projects in Scenario 2 provide minimal enhancement to locations where future demand exceeds the capacity, leading to limited mobility benefits (as documented previously) for a high capital investment.

Lifecycle Costs

The lifecycle costs indicator refers to all recurring and non-recurring costs incurred over the full life span (or period of analysis) of a plan, project or action; including operations, maintenance,

renewal, upgrading and disposal. The residual or salvage value of transportation assets is typically netted out of the lifecycle cost estimates in Least Cost Planning applications.

For each scenario, operations and maintenance costs were assumed for each project identified, based on a percentage of the project capital cost. Maintenance costs were assumed to begin the year following the completion of construction for each project. Additional operations and maintenance costs were added to Scenario 2 based on the enhanced transit service operating costs.

The operations and maintenance cost schedules for each project are plotted in Figure 10.

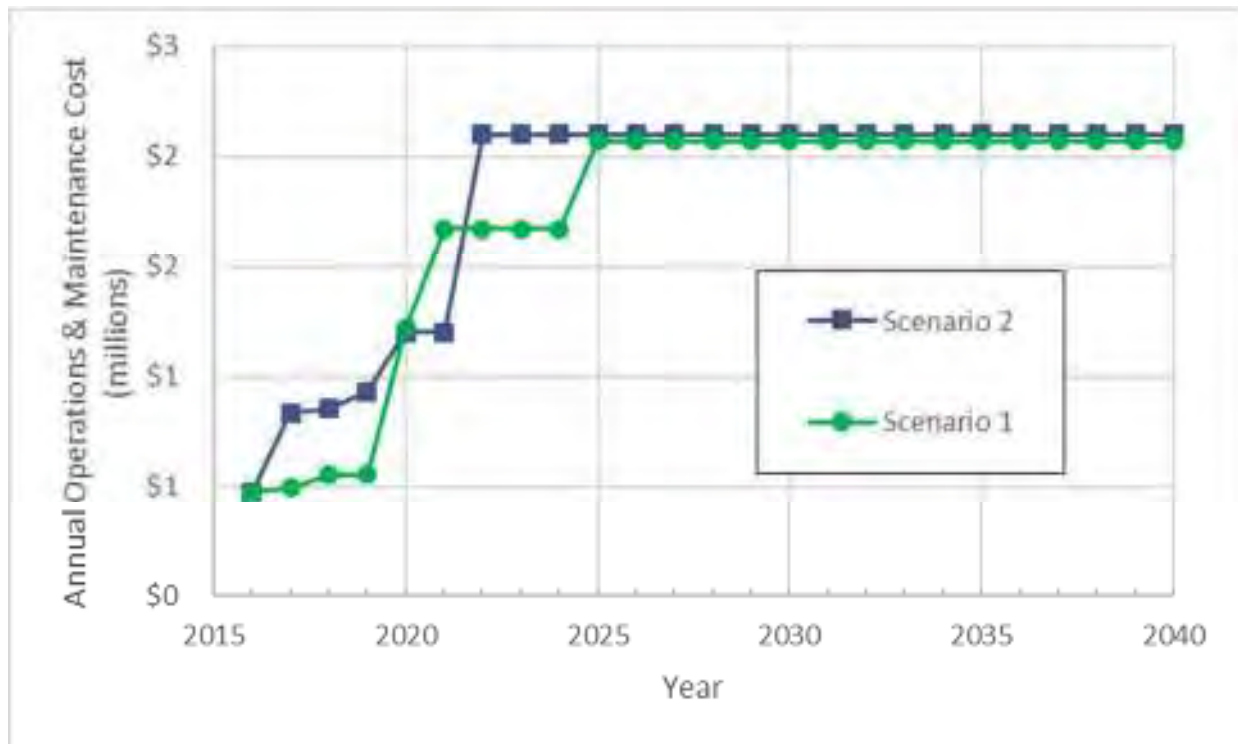


Figure 10: Annual Operations & Maintenance Costs

Note that the operations and maintenance costs shown in Figure 10 are not adjusted for inflation. The cumulative scenario operations and maintenance costs (relative to the Baseline Scenario) are shown in Table 19 both with and without inflation adjustments.

Table 19: Lifecycle Costs Results

Scenario	Lifecycle Costs*	
	Without Inflation	Inflation adjusted (present day value)
Scenario 1	\$31.2	\$12.6 - \$20.6
Scenario 2	\$33.5	\$14.1 - \$22.5

*Benefits reported in millions of dollars, aggregated over the analysis period (2017-2040)

The lifecycle costs for both scenarios do not vary significantly. While the miles of new roadway included in Scenario 1 create higher maintenance costs, the increased transit service included in

Scenario 2 increases the system operating costs. Overall, Scenario 1 slightly out-performs Scenario 2 under this indicator.

Operating Revenues

The operating revenues indicator refers to changes in revenues generated through the provision of transportation services or access to transportation facilities, resulting from a plan, project or action. Examples of operating revenues include passenger fares, tolls, concessions, parking, and advertising revenues.

The AAMPO scenarios did not include any tolling, concessions, parking, or advertising project or programs. The cumulative operating revenues (above the Baseline Scenario conditions) for the scenarios are summarized in Table 20 both with and without inflation adjustments.

Table 20: Operating Revenue Results

Scenario	Operating Revenue*	
	Without Inflation	Inflation adjusted (present day value)
Scenario 1	\$0	\$0
Scenario 2	\$7.9	\$4.0 - \$5.7

*Benefits reported in millions of dollars, aggregated over the analysis period (2017-2040)

The only additional revenue generated over baseline conditions occurred in Scenario 2 due to increased transit ridership. Therefore, Scenario 2 outperforms Scenario 1 under this indicator.

Goal 7: Land Use and Growth Management

Goal 7: Coordinate transportation and land use decision-making to foster development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.

The evaluation tool includes measures for answering the questions “does the scenario help foster efficient development patterns that optimize travel, housing, employment, and infrastructure spending decisions?” However, neither scenario included changes in land use for the AAMPO area, so no Goal 7 comparison was included in this analysis.

Goal 8: Quality of Life

Goal 8: Provide for a transportation system with positive personal health impacts.

The quality of life measures help to answer the question “how does the scenario improve the quality of living and working environments, and the experience for people in communities across Oregon?”

For the AAMPO region, the following indicators were used to compare quality of life across the analyzed scenarios:

- Physical Activity
- Journey Ambience
- Noise Impacts

Physical Activity

Transportation systems can influence the amount of physical activity residents of a community get by the presence or absence of active mode infrastructure. Active modes are generally considered to include non-motorized modes, such as biking and walking, and transit (which must often be accessed by foot or bike). Increased levels of physical activity have been shown to increase both physical and mental health, which enhances overall quality of life.

Physical activity benefits were estimated using changes in total bicycle trips and walking trips from the CALM model and sketch models derived from information from the World Health Organization (WHO). The indicators to measure the benefits of physical activity for the AAMPO area are listed as follows:

- Statistical lives saved due to cycling and walking
- Number of cases of breast cancer avoided
- Number of cases of colon cancer avoided
- Number of cases of cardiovascular diseases avoided
- Number of cases of diabetes avoided

All indicators listed above were measured relative to the Baseline (Financially Constrained) Scenario. Table 21 summarizes the total physical activity indicators for each scenario as well as the total monetized benefits.

Table 21: Physical Activity Results

Scenario	Daily Change in Trips		Physical Activity Impacts	
	Bicycle	Walking	Cases of Morbidity and Mortality Avoided	Benefits*
Baseline Scenario	453	-151	0	0
Scenario 1	436	-176	-3	-\$2 to -\$3
Scenario 2	461	104	12	\$11 to \$17

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

This indicator highlights a significant monetary difference between the two scenarios. While physical activity monetary benefits are a somewhat difficult indicator to estimate, the results indicate that mode shifts within the model from auto to walking and biking trips could result in significant health benefits for the community. These benefits are likely understated. The CALM model has limited sensitivity to the impact of bicycle and pedestrian improvement projects, except for locations where a new bike or pedestrian connection decreases travel time for those

modes between origin-destination pairs. The benefits of completing regional bicycle and walking connections throughout the AAMPO area could have much greater impacts than estimated and summarized Table 21, as increases in use of active transportation modes for recreational use alone could have significant health benefits for the region.

Journey Ambience

Transportation decision making can influence the quality of the street environment through the presence of funds for streetscape enhancements for improvements such as street trees, public art, and street furniture. Streetscape environments have been linked to improvements in walkability and to the creation of a "sense of place."

Journey ambience benefits were estimated using GIS and the CALM model. Projects with pedestrian or bicycle improvements were added together in GIS to provide total miles of improvement by scenario. The CALM model was used to estimate the number of bicyclists and pedestrians impacted by each project. The indicators used to measure the benefits of journey ambience for the AAMPO area are listed as follows:

- Pedestrian Environment
 - Miles of street lighting improvements
 - Miles of curb level improvements
 - Miles of facilities with pedestrian wayfinding signing
 - Miles of pedestrian facilities with new or improved pavement evenness
 - Miles of facilities with pedestrian directional signing
 - Miles of facilities with pedestrian benches
- Bicycle User Environment
 - Miles of off-road segregated cycle track
 - Miles of on-road segregated cycle lane
 - Miles of on-road non-segregated cycle lane
 - Miles of widened lanes

All indicators listed above were measured relative to the Baseline (Financially Constrained) Scenario. Table 22 summarizes the pedestrian and bicycle user environment and indicators for each scenario as well as the total monetized benefit relative to the Baseline Scenario.

Table 22: Journey Ambience Results

Scenario	Pedestrian Environment		Bicycle Environment	
	Miles of Improvement	Benefits*	Miles of Improvement	Benefits*
Scenario 1	31.6	\$0.0 - \$0.1	9.7	\$0.1 - \$0.2
Scenario 2	49.2	\$0.2 - \$0.4	15.1	\$1.0 - \$1.7

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

As with the physical activity indicator, monetized benefits of improved journey ambience are difficult to predict and estimate. However, Scenario 2 again outperforms Scenario 1, due not as

much to the quantity of improved active transportation facilities as to the locations of the improvements. Most of the Scenario 1 project are primarily auto-oriented, but include significant active transportation improvements. However, these projects occur in locations with low population densities and few nearby activity centers. The Scenario 2 active transportation projects complete gaps in regional connectivity near the higher density, higher activity areas within AAMPO, resulting in higher journey ambience benefits.

Noise

The noise indicator examines the noise impacts of each bundle of actions. Changes in noise levels (decibels) are evaluated in decibel increments to determine the levels of impact. Residential areas and parks, where people may spend substantial time outdoors, have lower noise thresholds than businesses. Noise impacts are a monetized indicator.

Noise impacts were estimated for each scenario using VMT from the CALM model and noise costs per VMT from various research studies. This indicator monetizes the noise impacts of each scenario relative to the Baseline Scenario, as summarized in Table 23.

Table 23: Noise Results

Scenario	Monetized Noise Impacts
Scenario 1	-\$0.011 to -\$0.016
Scenario 2	-\$0.001

*Benefits reported in millions of present day dollars, aggregated over the analysis period (2017-2040)

Noise impacts were calculated based on VMT. With only slight increases in VMT in each scenario, the noise impacts result in essentially negligible net monetary impacts.

Goal 9: Equity

Goal 9: Provide for a diversified transportation system that ensures mobility for all.

The equity measures help to answer the question “how are the effects of the scenarios distributed across different geographies and population groups? Do the scenarios improve the availability of transportation choices among different geographies and population groups?”

For the AAMPO region, the following indicators were used to compare Equity across the analyzed scenarios:

- Equity of Accessibility
- Equity of Environmental Stewardship

Equity of Accessibility

The equity of accessibility indicator will help identify disparate impacts of transportation decision making among different geographies, including regions, urban and rural locations, counties, census tracts, zip codes, and/or transportation analysis zones, among others. This can be important to decision-makers to help ensure that the costs and benefits of transportation plans, projects, or actions are distributed equitably by geography.

The indicators to compare equity of accessibility for the AAMPO area are listed as follows:

- Percent of mobility benefits for rural versus urban population
- Percent of mobility benefits for lowest and highest 25th percentile of households

All indicators listed above were measured relative to the Baseline (Financially Constrained) Scenario. Table 24 summarizes the percent distributions, measured from the travel time savings from the CALM model and the rural/urban and income demographics of the future land use for the AAMPO area. Note that both the income and rural/urban equity of accessibility measures were calculated based off travel time savings for i-i trips only within the AAMPO boundary

Table 24: Equity of Accessibility Results

Scenario		Population Income Quartiles				Rural	Urban
		0-25 th	25-50 th	50-75 th	75-100 th		
Future Demographic Distribution by Households		19%	26%	33%	22%	7%	93%
Scenario 1	% of benefits	17%	24%	35%	24%	4%	96%
Scenario 2	% of benefits	10%	19%	47%	24%	1%	99%

Scenario 1 provides nearly identical distribution of travel time benefits to the population distribution. For example, 17% of the Scenario 1 travel time savings affect households in the lowest 25th percentile income bracket. These households account for 19% of the forecast year 2040 total households. Scenario 2 has a less even distribution of travel time savings. However, Scenario 1 travel time savings are insignificant to begin with, so this apparent inequity does not represent a significant impact. The population (all income levels) with access to frequent transit service is not included in this measure, but Scenario 2 out-performs Scenario 1 significantly in this regard. The rural population is not significantly benefited by either scenario, but also does not face significant travel time delay issues in the future.

Access to transit is not captured in the equity of accessibility indicators, but is captured for the population as a whole in the accessibility indicator for transit proximity (see Table 11).

Equity of Environmental Stewardship

Transportation decision making can impact access to recreational resources, such as shared-use paths and trails, and to open space, such as parks and natural areas. Natural environments and green space have been linked to psychological health and well-being in numerous academic studies. This can be important to decision makers to help ensure that the costs and benefits of transportation plans, projects, or actions are distributed equitably among different geographic areas with recreational and open space environments.

For the AAMPO scenarios, the Equity of Environmental Stewardship indicator was used as a qualitative measure for comparison. Scenario 2 was scored as equal to the Baseline Scenario, as overall travel patterns and VMT did not change significantly, indicating little change in emissions impacts by geographic area. Scenario 1 scored slightly higher, with the new river crossing drawing trips and VMT out of the more densely populated downtown Albany into lower population density areas such as south Millersburg and North Albany. Shifting VMT from high density to low density locations was assumed to have a positive health impact overall on the AAMPO area.

Some additional environmental stewardship benefits not captured in the analysis include increased active transportation accessibility to recreational areas. The multi-use path and bike facility improvement projects included in Scenario 2 provide the greatest benefit in this area.

Overall Scenario Comparison

The two scenarios were compared cumulatively using the following two methodologies:

- Benefit/Cost Ratio
- Multi-Objective Decision Analysis (Weighted Scoring)

The scoring methodology and results for these two methods is summarized in the following sections.

Benefit/Cost

The benefit/cost ratio comparison between the two scenario is a simple summation of the all monetized costs and benefits for each scenario. The monetized totals are reported in present day dollars to account for inflation. Figure 11 summarizes the overall benefit/cost ratios for each scenario.

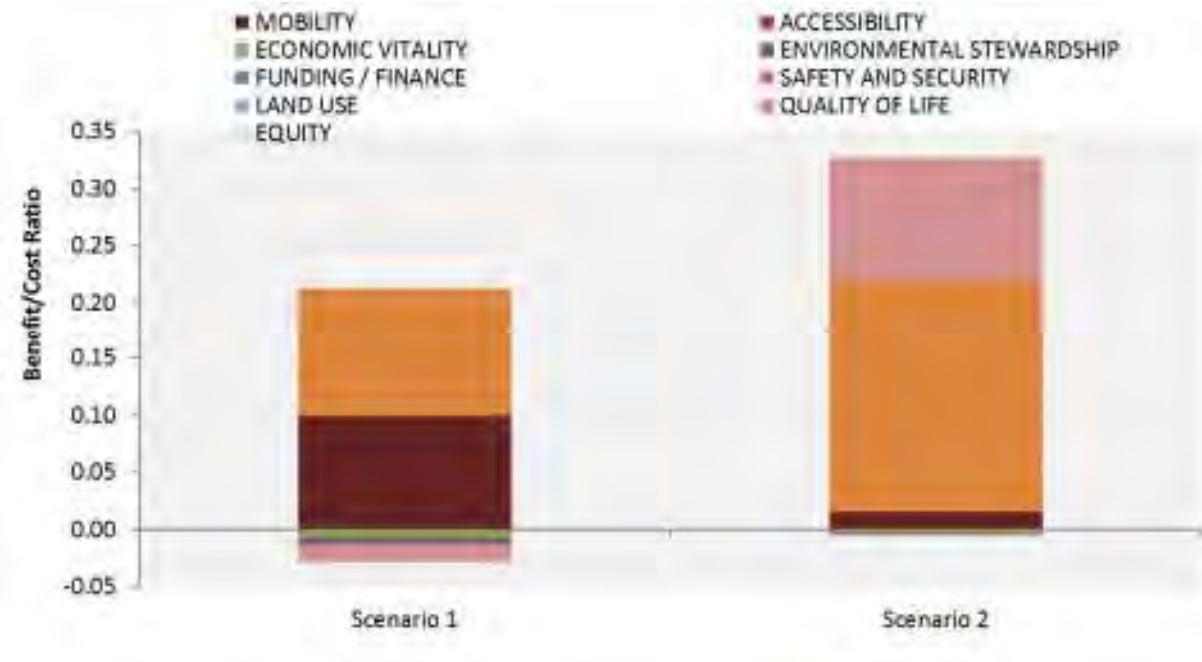


Figure 11: Scenario Benefit/Cost Ratios

The benefit/cost ratios for each scenario total as follows:

- Scenario 1: 0.15 to 0.31
- Scenario 2: 0.25 to 0.39

While these totals should ideally add up to a ratio greater than 1.0 (a positive investment return by the year 2040), the results do not tell the whole monetized story. Benefits to AAMPO trips leaving or entering the region are not captured in any of the monetized measures (except for safety). And as detailed previously, quality of life benefits for Scenario 2 are likely underestimated as well.

The primary monetized benefits of Scenario 1 are derived from mobility and safety. The mobility benefits may be larger, especially if trips between AAMPO and CAMPO were included in the analysis. The safety benefits are significant, and are mainly gained from the I-5 interchange consolidation project in Millersburg.

The primary monetized benefits of Scenario 2 are derived from safety and quality of life. As noted, the quality of life benefits may be significantly higher if the model is more sensitive to active transportation improvements. The safety benefits are significant as well, gained mainly from the wide variety of improvement project included in the scenario.

Weighted Scoring

A weighted scoring process considered all the quantifiable or qualitative indicators for the two scenarios analyzed in Mosaic. The indicators were weighted based on the relevant goal weighting from the 2016 AAMPO RTP Framework. The weighting of the different measures is summarized in Figure 12.

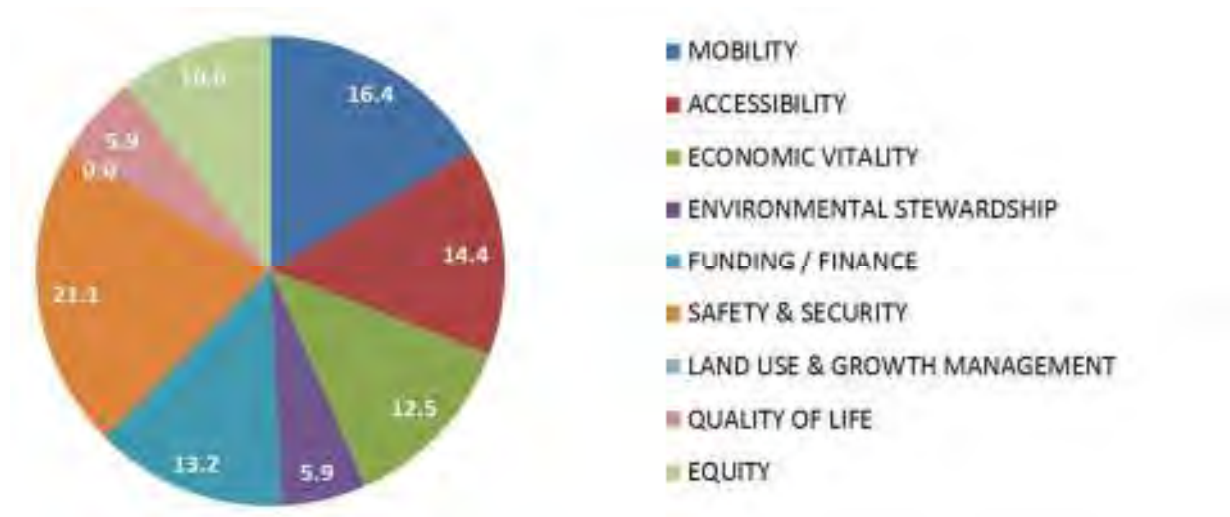


Figure 12: Measure Weighting

All indicators that Mosaic can qualitatively or quantitatively score (including monetized indicators) and obtainable for the AAMPO area were included in the weighted scoring analysis.

The scoring range for each indicator ranges from -5.0 (worst case) to 5.0 (best case). Figure 13 summarized the weighted scoring for each scenario.

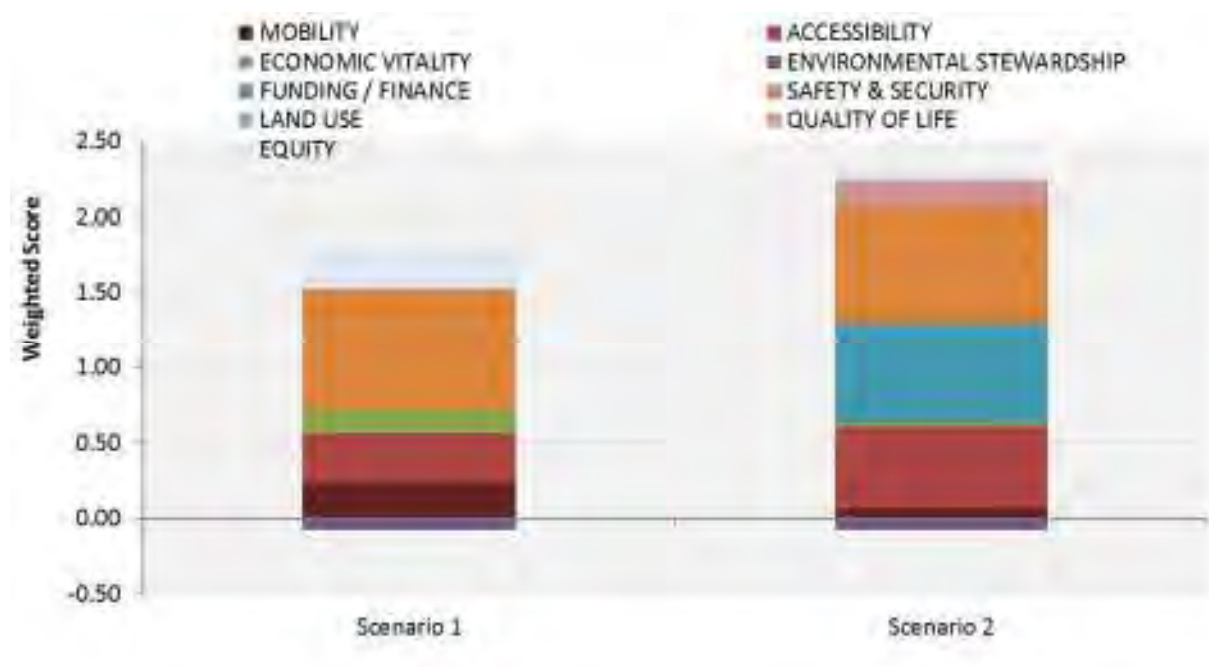


Figure 13: Scenario Weighted Scoring Results

The weighted scores for each scenario total as follows (out of a maximum possible 5.0 points):

- Scenario 1: 1.7
- Scenario 2: 2.2

As with the benefit/cost ratio scoring, Scenario 2 performs better overall than Scenario 1. Note that any score greater than zero indicates a positive impact. However, some of the additional indicators included in this scoring method highlight specific benefits in each scenario. Scenario 1 slightly outperforms Scenario 2 in safety and security, due to the network resiliency benefits of the new river crossing. Scenario 2 performs best in the funding and finance categories due to both lower capital costs and higher revenue potential. The minimal impact of the mobility impacts is highlighted again in Scenario 1. Quality of life and environmental stewardship are not weighted heavily enough (per the RTP goal weights) to provide a significant impact on the scoring, while the marginal total and comparative impacts of economic vitality and equality also limit the scoring contributions of these measures.

Summary of Findings

Scenario 2 outperforms Scenario 1 under both scoring methodologies. However, neither scenario shows a definite future benefit that exceeds the scenario costs, or a weighted overall score of greater than 3.0 (out of 5.0). But the analysis did provide some critical insights into the effects and benefits of different investment strategies in the AAMPO area. The following is a list of key findings about the AAMPO area and the scenario themes derived from this analysis:

- A new river crossing provides marginal travel time benefits to trips within the AAMPO area. For trips between AAMPO and CAMPO, further improvements to Hwy 20 outside of AAMPO would be necessary to provide any significant mobility benefits from a new river crossing.
- Overall, future congestion within the AAMPO area is not significant enough to recover high capital cost capacity enhancement projects with mobility benefits, such as the new river crossing and associated connectivity projects, which do not provide enough mobility benefits to offset their high construction costs.
- Investments focused on safety improvements could potentially provide the highest monetized benefits for the AAMPO area, especially in areas with high injury crash rates. For example, I-5 interchange improvements included in Scenario 1 led to decreases in freeway ramp related crashes, resulting in future monetized benefits.
- Significant increases in transit access and service could potentially more than double transit ridership within the region. Examples include providing transit access to populations in Jefferson and Millersburg, or reducing transit headways to provide more comprehensive daily access. However, the resulting mode shift is not significant enough to have a meaningful impact on VMT or congestion.
- Active transportation facility projects provide significant quality of life benefits in many cases for lower costs, as compared to auto-oriented improvements.
- Consideration of hazardous material locations should be incorporated at a planning level to project prioritization and cost estimating.