



Appendix B. Existing Conditions Mainline Crash Analysis



Figure descriptions for the images in this appendix have been provided as alternative text usable by accessibility software. If needed, additional figure interpretation for this appendix is available from the ODOT Senior Environmental Project Manager at (503) 731-4804.



Appendix B summarizes results of the segment crash analysis in the Area of Potential Impact (API). Details of individual segment performance follow this table.

Table B-1 Summary of Segment Crash Analysis

Segment Number	Segment Description	Start MP	End MP	Length (mi)	AADT	Total Crashes	Crash Rate (Crashes /MVMT)
Southbound Segments							
SB-S1	Between North End of Analysis Area and N Greeley On-Ramp	303.13	303.08	0.05	61670	3	0.53
SB-S2	Between N Greeley On-Ramp and I-405 On-Ramp	303.08	302.91	0.17	61670	20	1.25
SB-S3	Between I-405 On-Ramp and NE Broadway Off-Ramp	302.91	302.59	0.32	61670	161	4.94
SB-S4	Between NE Broadway Off-Ramp and N Williams (formerly NE Wheeler) On-Ramp	302.59	302.02	0.57	61840	95	1.46
SB-S5	Between N Williams (formerly NE Wheeler) On-Ramp and I-84 Off-Ramp	302.02	301.91	0.11	61840	182	15.71
SB-S6	Between I-84 Off-Ramp and Exit 300B to Oregon City	301.91	301.70	0.21	44200	49	3.25
SB-S7	Between Exit 300B to Oregon City and South End of Analysis Area	301.70	301.57	0.13	44200	8	0.95
Northbound Segments							
NB-S1	Between N Greeley Off-Ramp and North End of Analysis Area	303.13	302.94	0.19	61670	15	0.70
NB-S2	Between I-405 Off-Ramp and N Greeley Off-Ramp	302.94	302.74	0.2	61670	23	1.29
NB-S3	Between N Broadway On-Ramp and I-405 Off-Ramp	302.75	302.67	0.08	61670	26	2.67
NB-S4	Between NE Weidler Off-Ramp and N Broadway On-Ramp	302.67	302.09	0.58	61670	41	0.44
NB-S5	Between I-84 On-Ramp and NE Weidler Off-Ramp	302.09	301.96	0.13	61840	72	5.66
NB-S6	Between South End of Analysis Area and I-84 On-Ramp	301.96	301.57	0.39	44200	16	0.51

Notes: AADT = Average Annual Daily Traffic; Crashes/MVMT = Crashes per Million Vehicle Miles Travelled; MP = Milepost

Southbound Interstate 5 (I-5): North End of API to Greeley On-Ramp (SB-S1; milepost [MP] 303.08 to MP 303.13)

Southbound Segment 1 (SB-S1) is a short segment (~264 feet) that begins at the north end of the API, just north of I-405, and terminates at the gore for the N Greeley on-ramp. Table B-2 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 3
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** Two of the three crashes in the 5-year period were rear-end collisions. The other three crashes were sideswipe-overtaking collisions.
- **Crash Rate:** The crash rate for SB-S1 is less than the average statewide crash rate for similar corridors.

Table B-2: SB-Segment 1 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	1	0	1
Minor Injury	2	2	0
No Injury	0	0	0
Total	3	2	1
Year			
2011	2	1	1
2012	1	1	0
2013	0	0	0
2014	0	0	0
2015	0	0	0
Total	3	2	1
Time of Day			
Early Morning (12am-7am)	0	0	0
Morning Peak (7am-9am)	0	0	0
Mid-Day (9am-4pm)	3	2	1
Afternoon Peak (4pm-6pm)	0	0	0
Evening (6pm-12am)	0	0	0
Total	3	2	1

*Southbound I-5: N Greeley Avenue On-Ramp to Interstate 405 (I-405) On-Ramp
(SB-S2; MP 302.91 to MP 303.08)*

Southbound Segment 2 (SB-S2) is an 898-foot segment, which begins at the gore for the N Greeley on-ramp and terminates at the gore for the I-405 on-ramp. The segment has three lanes and no lane drops or auxiliary lanes and is bounded by on-ramps. Table B-3 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 24
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (63 percent) of crashes were rear-end collisions. Twenty-five percent of crashes in the segment were sideswipe-overtaking collisions. The third most common collision type (4 percent) was coded as a turning movement crash, which seems to most commonly be associated with failure to yield right of way at ramp gores.
 - This segment has the third highest percentage of sideswipe-overtaking crashes out of all the segments.
- **Crash Rate:** The crash rate for this segment is 1.6 times higher than the average statewide crash rate for similar corridors.

Table B-3: SB-Segment 2 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	2	1	0
Minor Injury	10	6	2
No Injury	12	8	4
Total	24	15	6
Year			
2011	6	3	1
2012	2	2	0
2013	6	3	3
2014	4	3	0
2015	6	4	2
Total	24	15	6
Time of Day			
Early Morning (12am-7am)	1	0	0
Morning Peak (7am-9am)	2	1	0
Mid-Day (9am-4pm)	13	10	3
Afternoon Peak (4pm-6pm)	5	4	1
Evening (6pm-12am)	3	0	2
Total	24	15	6

Southbound I-5: I-405 On-Ramp to NE Broadway Off-Ramp (SB-S3; MP 302.59 to MP 302.91)

Southbound Segment 3 (SB-S3) is a 1,690-foot segment that begins at the gore for the I-405 on-ramp and terminates at the gore for the N Broadway off-ramp. This segment has three through lanes and an auxiliary lane providing access to N Broadway. Table B-4 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 178
- **Fatal/Serious Injury Crashes:** One fatal and one serious injury crash
 - This segment has the third highest percentage of fatal/serious injury crashes out of all the segments.
 - The fatal collision involved a pedestrian crash that occurred in 2013 around midnight with street lighting present. The pedestrian was illegally within the roadway and was not wearing visible clothing. It was noted that alcohol was involved, but the report does not show who had alcohol in their system. The collision occurred on SB I-5 just south of N Russell.
 - The serious injury crash involved a rear-end collision that occurred in 2014 around noon on a clear day and dry roadway. The driver was following too closely and not paying attention. Only one individual was injured. The collision occurred on SB I-5 just near the gore for the exit to N Broadway.
- **Crash Type/Cause:** The majority (82 percent) of crashes were rear end collisions, and 16 percent were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (1 percent).
 - This segment has the second highest percentage of rear-end collisions of all the segments. Segments SB-S4 and SB-S5 to the south also have high percentages of rear-end collisions.
- **Crash Rate:** The crash rate for SB-S3 is 6.4 times higher than the average statewide crash rate for similar corridors.
 - This segment has the third highest crash rate out of all the segments.

Table B-4: SB-Segment 3 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	1	0	0
Serious Injury	1	1	0
Moderate Injury	10	9	1
Minor Injury	66	60	5
No Injury	100	76	23
Total	178	146	29
Year			
2011	36	29	6
2012	36	31	5
2013	45	43	1
2014	34	25	8
2015	27	18	9
Total	178	146	29
Time of Day			
Early Morning (12am-7am)	3	2	1
Morning Peak (7am-9am)	6	6	0
Mid-Day (9am-4pm)	116	94	20
Afternoon Peak (4pm-6pm)	36	29	7
Evening (6pm-12am)	17	15	1
Total	178	146	29



Southbound I-5: N Broadway Off-Ramp to N Williams (formerly NE Wheeler) On-Ramp (SB-S4; MP 302.02 to MP 302.59)

Southbound Segment 4 (SB-S4) is a 3,010-foot segment that begins at the gore for the N Broadway off-ramp and terminates at the gore for the N Williams (formerly NE Wheeler) on-ramp. This segment contains a lane drop from three to two lanes. Table B-5 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 94
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (80 percent) of crashes were rear-end collisions, and 19 percent of crashes were sideswipe-opposing collisions. The third most common collision type was with fixed objects (1 percent).
 - This segment has the third highest percentage of rear-end collisions out of all the segments. Segments SB-S3 and SB-S5 to the north and south also have high percentages of rear-end collisions.
- **Crash Rate:** The crash rate for SB-S4 is 1.9 times higher than the average statewide crash rate for similar corridors.

Table B-5: SB-Segment 4 Existing Condition Summary

	Total	2 Most Frequent Collision Types	
		Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	9	9	0
Minor Injury	35	32	3
No Injury	50	34	15
Total	94	75	18
Year			
2011	20	17	3
2012	19	15	3
2013	16	13	3
2014	21	17	4
2015	18	13	5
Total	94	75	18
Time of Day			
Early Morning (12am-7am)	2	1	1
Morning Peak (7am-9am)	4	3	1
Mid-Day (9am-4pm)	54	44	9
Afternoon Peak (4pm-6pm)	20	14	6
Evening (6pm-12am)	14	13	1
Total	94	75	18

Southbound I-5: N Williams (formerly NE Wheeler) On-Ramp to I-84 Off-Ramp (SB-S5; MP 301.91 to MP 302.02)

Southbound Segment 5 (SB-S5) is a 581-foot segment that begins at the gore for the N Williams (formerly NE Wheeler) on-ramp and terminates at the gore for the I-84 off-ramp. This segment has two through lanes and an auxiliary lane going to I-84. Table B-6 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 195
- **Fatal/Serious Injury Crashes:** 0 fatal and 3 serious injury
 - This segment has the second highest percentage of fatal/serious injury crashes out of all the segments.
 - All three serious injury crashes were rear-end collisions, which all occurred in different years in clear weather conditions and a dry road surface. All crashes were a cause of following too closely or driver inattention.
 - The three crashes occurred around noon (daylight), 3 PM (daylight) and 11 PM (dark with street lighting). Alcohol, drugs, and speeding were not flagged for any of the collisions.
 - All three crashes resulted in multiple people being injured, but only one severe injury per crash.
 - One of the crashes was located at the gore for the on-ramp from NE Weidler. The other two crashes were located approximately at the mid-point of the segment.
- **Crash Type/Cause:** The majority (85 percent) of crashes were rear-end collisions, and 12 percent were sideswipe-opposing collisions. The third most common collision type was with fixed objects (2 percent).
 - This segment has the highest percentage of rear-end collisions out of all the segments. Segments SB-S3 and SB-S4 to the north also have high percentages of rear-end collisions.
- **Crash Rate:** The crash rate for SB-S5 is 20.4 times higher than the average statewide crash rate for similar corridors.
 - This segment has the highest crash rate out of all the segments.

Table B-6: SB-Segment 5 Existing Condition Summary

Severity	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Fatal	0	0	0
Serious Injury	3	3	0
Moderate Injury	11	10	0
Minor Injury	89	83	5
No Injury	92	70	18
Total	195	166	23
Year			
2011	35	27	5
2012	33	29	4
2013	34	29	3
2014	48	42	5
2015	45	39	6
Total	195	166	23
Time of Day			
Early Morning (12am-7am)	8	4	2
Morning Peak (7am-9am)	6	6	0
Mid-Day (9am-4pm)	97	89	8
Afternoon Peak (4pm-6pm)	50	40	8
Evening (6pm-12am)	34	27	5
Total	195	166	23

Southbound I-5: I-84 Off-Ramp to Exit 300B (SB-S6; MP 301.70 to MP 301.91)

Southbound Segment 6 (SB-S6) is a 1,109-foot segment that begins at the gore for the I-84 off-ramp and terminates at the gore for Exit 300B to Oregon City. Table B-7 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes: 55**
- **Fatal/Serious Injury Crashes: 0**
- **Crash Type/Cause:** The majority (73 percent) of crashes were rear-end collisions, and 22 percent were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (4 percent).
- **Crash Rate:** The crash rate for SB-S6 is 4.2 times higher than the average statewide crash rate for similar corridors.

Table B-7: SB-Segment 6 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	5	3	1
Minor Injury	26	20	4
No Injury	24	17	7
Total	55	40	12
Year			
2011	15	12	3
2012	5	4	1
2013	11	6	4
2014	11	6	4
2015	13	12	0
Total	55	40	12
Time of Day			
Early Morning (12am-7am)	3	0	2
Morning Peak (7am-9am)	6	5	1
Mid-Day (9am-4pm)	21	16	5
Afternoon Peak (4pm-6pm)	12	11	1
Evening (6pm-12am)	13	8	3
Total	55	40	12



Southbound I-5: Exit 300B to South End of API (SB-S7; MP 301.57 to MP 301.70)

Southbound Segment 7 (SB-S7) is a 686-foot segment that begins at the gore for Exit 300B to Oregon City and terminates at the south end of the API, just south of I-84. Table B-8 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 10
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (70 percent) of crashes were rear-end collisions, and 20 percent were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (10 percent).
- **Crash Rate:** The crash rate for SB-S6 is 1.2 times higher than the average statewide crash rate for similar corridors.

Table B-8: SB-Segment 7 Existing Condition Summary

Severity	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	0	0	0
Minor Injury	7	6	1
No Injury	3	1	1
Total	10	7	2
Year			
2011	3	2	1
2012	4	4	0
2013	1	0	1
2014	1	1	0
2015	1	0	0
Total	10	7	2
Time of Day			
Early Morning (12am-7am)	0	0	0
Morning Peak (7am-9am)	1	1	0
Mid-Day (9am-4pm)	7	4	2
Afternoon Peak (4pm-6pm)	2	2	0
Evening (6pm-12am)	0	0	0
Total	10	7	2

Northbound I-5: N Greeley Off-Ramp to North End of API (NB-S1; MP 302.94 to MP 303.13)

Northbound Segment 1 (NB-S1) is a 1,003-foot segment that begins at the gore for the N Greeley off-ramp and terminates at the north end of the API, just north of I-405. No lane drops or auxiliary lanes are present in this two-lane segment. Table B-9 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 15
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (60 percent) of crashes were rear-end collisions, and 33 percent of crashes were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (7 percent).
 - This segment has the highest percentage of sideswipe-overtaking crashes out of all the segments. North of the segment is an on-ramp from I-405 that adds an auxiliary lane and a through lane.
- **Crash Rate:** The crash rate for NB-S1 is lower than the average statewide crash rate for similar corridors.

Table B-9: NB-Segment 1 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	1	1	0
Minor Injury	9	6	2
No Injury	5	2	3
Total	15	9	5
Year			
2011	3	2	1
2012	3	1	1
2013	3	2	1
2014	2	2	0
2015	4	2	2
Total	15	9	5
Time of Day			
Early Morning (12am-7am)	2	0	2
Morning Peak (7am-9am)	1	0	1
Mid-Day (9am-4pm)	4	3	0
Afternoon Peak (4pm-6pm)	6	6	0
Evening (6pm-12am)	2	0	2
Total	15	9	5

Northbound I-5: I-405 Off-Ramp to N Greeley Off-Ramp (NB-S2; MP 302.74 to MP 302.94)

Northbound Segment 2 (NB-S2) is a 1,056-foot segment that begins at the gore for the I-405 off-ramp and terminates at the gore for the N Greeley off-ramp. Table B-10 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 29
- **Fatal/Serious Injury Crashes:** 0 fatal and 2 serious injury
 - This segment has the highest percentage of fatal/serious injury crashes out of all the segments.
 - One of the serious injury crashes was a rear-end collision that occurred in 2011 around 5 PM in daylight, just south of the NB exit to N Greeley. There was cloudy weather and the road surface was wet. The primary crash cause was following too close. Alcohol, drugs, and speeding were not flagged in the crash report. Multiple individuals were injured but only one was severely injured.
 - The other serious injury crash was a rear-end collision that occurred in 2013 around 2AM in dark without street lighting, near the NB exit to I-405. The primary crash causes were reckless driving and speeding. Alcohol was identified as a factor. Multiple individuals were injured but only one was severely injured.
- **Crash Type/Cause:** The majority (69 percent) of crashes were rear-end collisions, and 17 percent were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (14 percent).
- **Crash Rate:** The crash rate for NB-S2 is 1.7 times higher than the average statewide crash rate for similar corridors.

Table B-10: NB-Segment 2 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	2	2	0
Moderate Injury	0	0	0
Minor Injury	10	8	1
No Injury	17	10	4
Total	29	20	5
Year			
2011	9	6	1
2012	7	5	1
2013	5	3	1
2014	6	4	2
2015	2	2	0
Total	29	20	5
Time of Day			
Early Morning (12am-7am)	2	1	1
Morning Peak (7am-9am)	1	0	0
Mid-Day (9am-4pm)	14	10	3
Afternoon Peak (4pm-6pm)	11	8	1
Evening (6pm-12am)	1	1	0
Total	29	20	5



Northbound I-5: N Broadway On-Ramp to I-405 Off-Ramp (NB-S3; MP 302.67 to MP 302.75)

Northbound Segment 3 (NB-S3) is a 422-foot segment that begins at the gore for the N Broadway on-ramp and terminates at the gore for the I-405 off-ramp. The segment has two through lanes and an auxiliary lane to I-405 from N Broadway. Table B-11 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 24
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (67 percent) of crashes were rear-end collisions, and 25 percent were sideswipe-overtaking collisions. The third most common collision type was with fixed objects (4 percent).
 - This segment has the second highest percentage of sideswipe-overtaking collisions of all the segments. The outside through lane has the option to continue through or exit on I-405.
- **Crash Rate:** The crash rate for NB-S3 is 3.5 times higher than the average statewide crash rate for similar corridors.

Table B-11: NB-Segment 3 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	2	1	0
Minor Injury	12	8	3
No Injury	10	7	3
Total	24	16	6
Year			
2011	5	4	1
2012	10	6	3
2013	2	2	0
2014	1	1	0
2015	6	3	2
Total	24	16	6
Time of Day			
Early Morning (12am-7am)	0	0	0
Morning Peak (7am-9am)	4	2	2
Mid-Day (9am-4pm)	10	7	1
Afternoon Peak (4pm-6pm)	5	3	2
Evening (6pm-12am)	5	4	1
Total	24	16	6

Northbound I-5: NE Weidler Off-Ramp to N Broadway On-Ramp (NB-S4; MP 302.09 to MP 302.67)

Northbound Segment 4 (NB-S4) is a 3,062-foot segment that begins at the gore for the NE Weidler off-ramp and terminates at the gore for the N Broadway on-ramp. Table B-12 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 29
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (76 percent) of crashes were rear-end collisions, and 17 percent were sideswipe overtaking collisions. The third most common collision type was with fixed objects (7 percent).
- **Crash Rate:** The crash rate for NB-S4 is lower than the average statewide crash rate for similar corridors.

Table B-12: NB-Segment 4 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	4	2	1
Minor Injury	10	8	2
No Injury	15	12	2
Total	29	22	5
Year			
2011	3	2	1
2012	5	4	1
2013	8	5	2
2014	6	5	0
2015	7	6	1
Total	29	22	5
Time of Day			
Early Morning (12am-7am)	1	1	0
Morning Peak (7am-9am)	2	2	0
Mid-Day (9am-4pm)	10	8	2
Afternoon Peak (4pm-6pm)	7	5	2
Evening (6pm-12am)	9	6	1
Total	29	22	5



Northbound I-5: I-84 On-Ramp to NE Weidler (NB-S5; MP 301.96 to MP 302.09)

Northbound Segment 5 (NB-S5) is a 686-foot segment that begins at the gore for the I-84 on-ramp and terminates at the gore for the NE Weidler off-ramp. The segment has two through lanes and an auxiliary lane to NE Weidler. Table B-13 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 83
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (78 percent) of crashes were rear-end collisions, and 17 percent were sideswipe-overtaking collisions. The third most common collision type (2 percent) was coded as a turning movement crash, which seems to most commonly be associated with failure to yield right of way at ramp gores.
 - This segment has the fourth highest percentage of rear-end collisions out of all the segments.
- **Crash Rate:** The crash rate for NB-S5 is 7.3 times higher than the average statewide crash rate for similar corridors.
 - This segment has the second highest crash rate out of all the segments.

Table B-13: NB-Segment 5 Existing Condition Summary

	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Severity			
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	9	9	0
Minor Injury	26	24	1
No Injury	48	32	13
Total	83	65	14
Year			
2011	22	16	4
2012	19	16	2
2013	16	12	4
2014	11	11	0
2015	15	10	4
Total	83	65	14
Time of Day			
Early Morning (12am-7am)	6	5	1
Morning Peak (7am-9am)	5	5	0
Mid-Day (9am-4pm)	37	29	7
Afternoon Peak (4pm-6pm)	14	11	2
Evening (6pm-12am)	21	15	4
Total	83	65	14

Northbound I-5: South End of API to I-84 On-Ramp (NB-S6; MP 301.57 to MP 301.96)

Northbound Segment 6 (NB-S6) is a 2,059-foot segment that begins at the end of API, just south of I-84, and terminates at the gore for the I-84 on-ramp. Table B-14 presents crash trends by severity, year, and time of day. In summary on this segment:

- **Total Crashes:** 16
- **Fatal/Serious Injury Crashes:** 0
- **Crash Type/Cause:** The majority (75 percent) of crashes were rear-end collisions, and 19 percent were sideswipe-opposing collisions. The third most common collision type (6 percent) was coded as a turning movement crash, which seems to most commonly be associated with failure to yield right of way at ramp gores.
- **Crash Rate:** The crash rate for NB-S6 is lower than the average statewide crash rate for similar corridors.

Table B-14: NB-Segment 6 Existing Condition Summary

Severity	2 Most Frequent Collision Types		
	Total	Rear End	SS-Overtaking
Fatal	0	0	0
Serious Injury	0	0	0
Moderate Injury	2	2	0
Minor Injury	3	3	0
No Injury	11	7	3
Total	16	12	3
Year			
2011	3	3	0
2012	7	5	2
2013	3	2	0
2014	1	0	1
2015	2	2	0
Total	16	12	3
Time of Day			
Early Morning (12am-7am)	1	0	1
Morning Peak (7am-9am)	1	1	0
Mid-Day (9am-4pm)	4	4	0
Afternoon Peak (4pm-6pm)	3	3	0
Evening (6pm-12am)	7	4	2
Total	16	12	3