

Appendix F

US 101 Regional Circulation Project Collision Analysis

US 101 Regional Circulation Project Collision Analysis

US 101 Milepost 80.40 – 89.02

US 101 Aberdeen Couplet Milepost 87.49 – 91.66

US 101 Heron Couplet Milepost 83.75 – 83.88

US 12 Milepost 0.00 – 1.76

US 12 Aberdeen Couplet Milepost 0.33 – 0.68

SR 109 Milepost 0.00 – 1.79

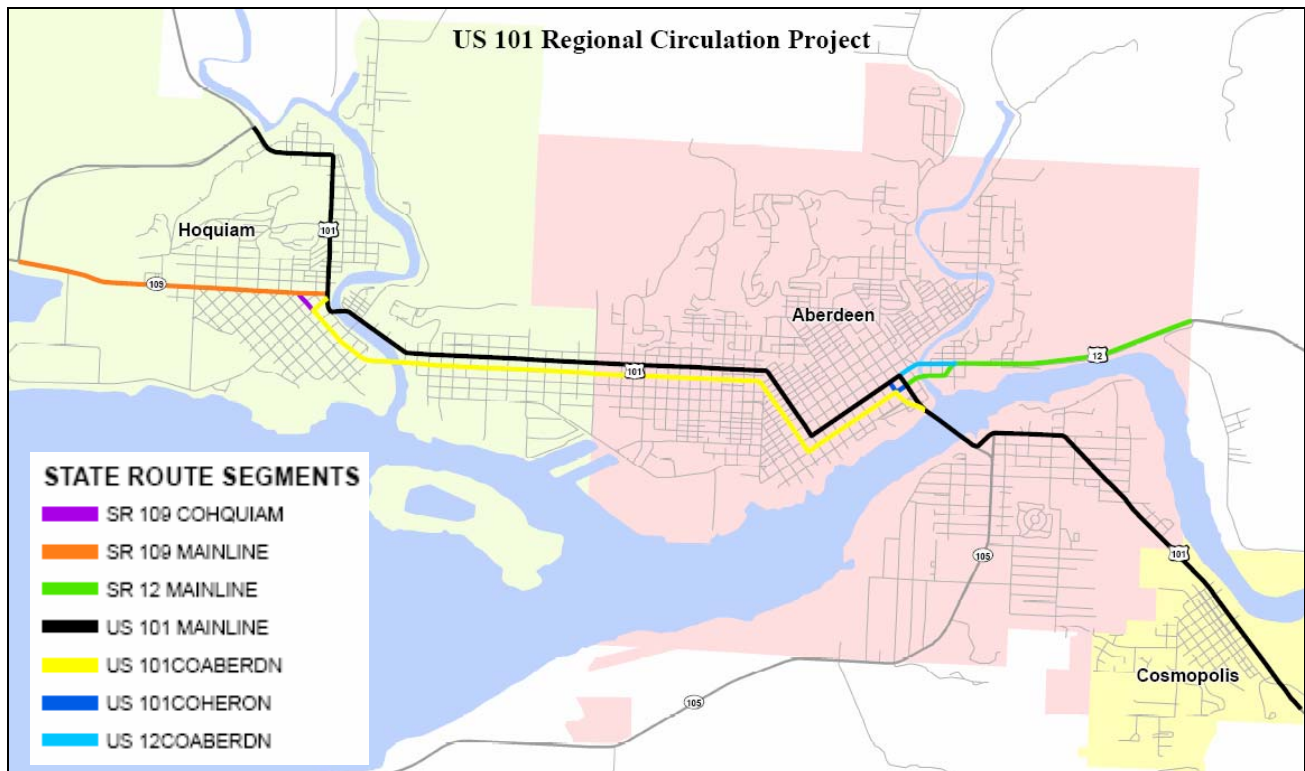
SR 109 Hoquiam Couplet Milepost 0.14 – 0.29

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Date: August 20, 2006

Project Limits

An analysis was performed of accidents that occurred within the US 101 Regional Circulation Project limits. The project limits are US 101 from Blue Slough Road in Cosmopolis to the US 101/SR 109 Spur (east end) in Hoquiam. The area of the project also includes a segment of US 12 from Sargent Boulevard to US 101 in Aberdeen, and a segment of SR 109 from US 101 to the SR 109 Spur (west end) in Hoquiam. Collision data used in the analysis is from January 1, 2003, to December 31, 2005. The study area has several areas in which the highway splits apart into two separate one-way alignments. The one-way alignment where the milepost increases becomes the “Mainline”, and the one-way alignment where the milepost decreases becomes the “Couplet”.



Methodology

The collision data was organized by state route number and then analyzed to determine the most common types of collisions, the contributing factors, and the severity of incidents. To establish a pattern of traffic collisions within the study area, the increase in number of crashes on particular days of the week, times of day and months within the year is an essential part of the analysis. The rate of collisions helps determine highways that need safety improvements. Calculating the collision rate is important so that highways are compared equally whether they differ in length or amount of traffic on them. The collision, injury and fatality rates were calculated using the number of collisions multiplied by one million, then divided by the length of roadway section multiplied by the Annual Average Daily Traffic (AADT) multiplied by 365 days.

Collision History

The history of collisions helps to determine areas within the project limits, which could be a potential hazard. Within this timeframe, there were a total of 892 crashes on US 101, 128 crashes on US 12, and 44 crashes on SR 109. The common contributing factors of incidents that occurred were drivers following too closely and drivers not granting right-of-way. The most common types of collisions occurring are hitting the side of a vehicle at an angle, rear end and sideswipe crashes. This is consistent with behavior seen along corridors that are congested as well as corridors that allow on-street parking.

Table 1 summarizes the three most common types of crashes that have occurred over the past 3 years on US 101, US 12 and SR 109 within the study area. They are rear end collisions, followed by striking an object and then sideswiping another vehicle. The type of collision typically corresponds with the severity of the incident. For example, if the vehicles involved are traveling opposite directions, the severity of the incident could be disabling or fatal. When vehicles are traveling the same direction, the severity of collision most often is property damage only or possible injury. The number of crashes a year by severity is summarized in Tables 2, 3 and 4.

Table 1 2003-2005 Type of Collision

US 101	Number of Crashes
Struck side at angle	351
Rear end	287
Sideswipe	148
US 12	
Rear End	63
Struck side at angle	37
Sideswipe	10
SR 109	
Rear end	26
Struck side at angle	5
Sideswipe	5

Under 23 United States Code-Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT, or any jurisdictions involved in the data.

Table 2 US 101 Collision History – Severity

	2003	2004	2005
Fatal Collisions	1	0	1
Disabling Injury Collisions	4	1	5
Evident Injury Collisions	21	15	20
Possible Injury Collisions	66	58	63
Property Damage Only Collisions	<u>201</u>	<u>190</u>	<u>242</u>
Total Collisions	293	264	331

Table 3 US 12 Collision History – Severity

	2003	2004	2005
Fatal Collisions	0	0	0
Disabling Injury Collisions	0	2	1
Evident Injury Collisions	4	4	3
Possible Injury Collisions	8	11	11
Property Damage Only Collisions	<u>32</u>	<u>24</u>	<u>27</u>
Total Accidents	44	41	42

Table 4 SR 109 Collision History – Severity

	2003	2004	2005
Fatal Collisions	0	0	0
Disabling Injury Collisions	0	1	0
Evident Injury Collisions	2	0	0
Possible Injury Collisions	2	1	3
Property Damage Only Collisions	<u>12</u>	<u>11</u>	<u>12</u>
Total Accidents	16	13	15

Table 5 is the 2004 Average Statewide Collision Rate by Functional Class that applies to the type of routes located within the project limits. Table 6 contains the collision, injury and fatality rates.

Table 5 2004 Average Statewide Collision Rate per Million Vehicle Miles

Functional Class	Collision Rate	Injury Rate	Fatality Rate
Urban Principal Arterial (U1)	2.36	0.90	0.65
Urban Minor Arterial (U2)	2.90	1.09	1.03

Under 23 United States Code-Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT, or any jurisdictions involved in the data.

Table 6 Project Area Collision Rate per Million Vehicle Miles

	Collision Rate	Injury Rate	Fatality Rate
US 101 Mainline (U1)	4.56	1.18	0.00
US 101 Aberdeen Couplet (U1)	7.10	2.29	3.46
US 101 Heron Couplet (U1)	0.56	0.00	0.00
US 12 Mainline (U1)	2.03	0.72	0.00
US 12 Aberdeen Couplet (U1)	2.59	0.82	0.00
SR 109 Mainline (U2)	3.00	0.63	0.00
SR 109 Hoquiam Couplet (U2)	0.20	0.00	0.00

The US 101 Mainline collision and injury rates are higher than the statewide average for Urban Principal Arterial (U1) routes. The US 101 Aberdeen Couplet shows collision, injury and fatality rates are three times higher than the statewide average. The collision rate on US 12 Aberdeen Couplet and SR 109 Mainline is slightly higher than the statewide average.

Looking at a section of highway as a corridor can sometimes provide information, so additional analysis of the US 101 Mainline only from Milepost 83.75 to 87.66 westbound determined the collision rate increased significantly from 4.56 to 6.09, and the injury rate increased from 1.18 to 1.49. In this segment there were 86 entering at angle collisions, 40 of which involved vehicles running a red light. For the US 101 Aberdeen Couplet segment that runs eastbound, there were 128 entering at angle collisions, with 46 involving vehicles running a red light. “G” Street, “H” Street and Alder Street intersections on US 101 Mainline showed the highest number of red light violations. It was also determined that Heron Street and “L” Street intersections of the US 101 Aberdeen Couplet had the highest number.

The most common times during the day which crashes occurred were 12:00 to 1:00 p.m. and 4:00 to 5:00 p.m. US 101 Mainline and US 101 Aberdeen Couplet showed an increase in the number of collisions during the 2:00 to 3:00 p.m. and 4:00 to 5:00 p.m. timeframe. Most incidents occurred on a Friday.

Fatalities

There were 2 fatalities on the US 101 Aberdeen Couplet during the study period. One occurred on December 5, 2003, at Milepost 87.78. A pedestrian was struck by a vehicle while crossing at mid block. The incident happened at 7:15 p.m., and there was standing water on the roadway. The second fatality occurred on October 28, 2005, at Milepost 88.00. A vehicle struck the bridge guardrail. The incident happened at 8:41 a.m., and the roadway was wet.

Under 23 United States Code-Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT, or any jurisdictions involved in the data.

High Accident Locations and Pedestrian Accident Locations

High Accident Locations

High Accident Locations (HAL) are a section of highway less than $\frac{1}{4}$ of a mile in length where the collision history has been compared with similar highway sections, and the number of crashes is significantly higher than average. Collisions are analyzed every 2 years. In the 2005-2007 and the 2007-2009 Biennium there are 11 HALs on US 101 and 2 HALs on US 12.

High Accident Locations on US 101

- US 101 Milepost 83.61 to 83.82
- US 101 Milepost 83.68 to 84.16
- US 101 Milepost 83.86 to 84.16
- US 101 Milepost 84.23 to 84.50
- US 101 Milepost 84.24 to 84.43
- US 101 Aberdeen Couplet Milepost 90.57 to 90.96
- US 101 Aberdeen Couplet Milepost 90.70 to 90.92
- US 101 Aberdeen Couplet Milepost 91.13 to 91.51
- US 101 Aberdeen Couplet Milepost 91.20 to 91.56
- US 101 Southbound on ramp Milepost 0.24 to 0.31

High Accident Locations on US 12

- US 12 Milepost 0.00 to 0.16 (Northbound)
- US 12 Aberdeen Couplet Milepost 0.61 to 0.68 (Southbound)

Pedestrian Accident Locations

A Pedestrian Accident Location (PAL) is a section of highway less than a $\frac{1}{4}$ mile in length where a six-year analysis of crash data indicates that the section has had four collisions within a 0.1 mile segment. In the 2005-2007 and the 2007-2009 Biennium there are 2 PALs on US 101 and 1 PAL on US 12.

Pedestrian Accident Locations on US 101 and US 12

- US 101 Milepost 83.68 to 83.80
- US 101 Milepost 83.72B to 83.80
- US 12 Aberdeen Couplet Milepost 0.61 to 0.68

Conclusion

The analysis of collision data suggests congestion and on-street parking contribute to crashes within the study area. The US 12 and SR 109 routes seem to have a mix of local and tourist traffic given the increase of collisions in the afternoon and on Fridays. The data also shows a peak in the number of incidents happening during the summer months. The collision data on US 101 differs from US 12 and SR 109 because most crashes occur in the Aberdeen downtown vicinity from 11:00 am to 4:00 pm, which resembles local traffic shopping in town. Another factor was that August was the month with the lowest number of collisions.

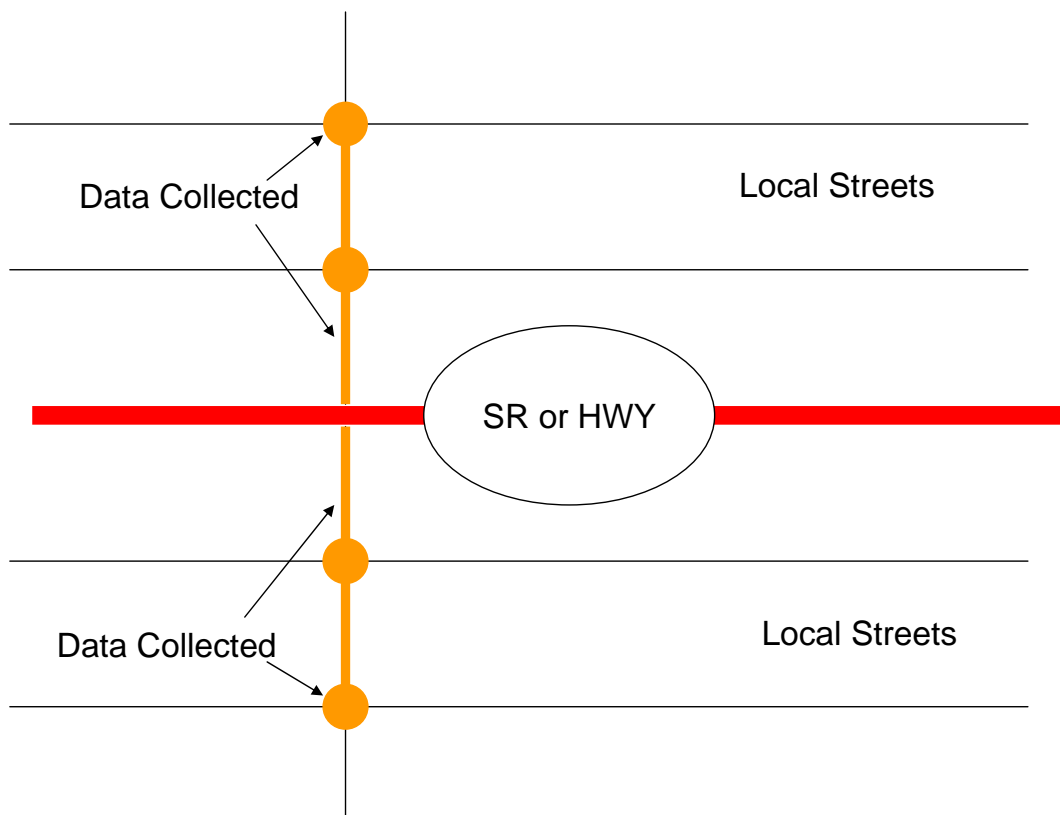
US 101 Regional Circulation Project

Local Collision Data Adjacent to
US 101, US 12, and SR 109.
January 1, 2003 – December 31, 2005

Study Area

An analysis was performed of accidents that occurred within the US 101 Regional Circulation Project limits. The project limits are US 12 from Sargent Boulevard to US 101 through the City of Aberdeen to the SR 109 spur, and also extending south on US 101 to Blue Slough Road in the City of Cosmopolis.

Local collision data was distributed from the WSDOT Traffic Data Office. Data was sorted to analyze accidents at locations two intersections out on all local streets that intersect US 101, US 12, and SR 109. See sample diagram below.



Under 23 United State Code - Section 409, This data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT or the State of Washington.

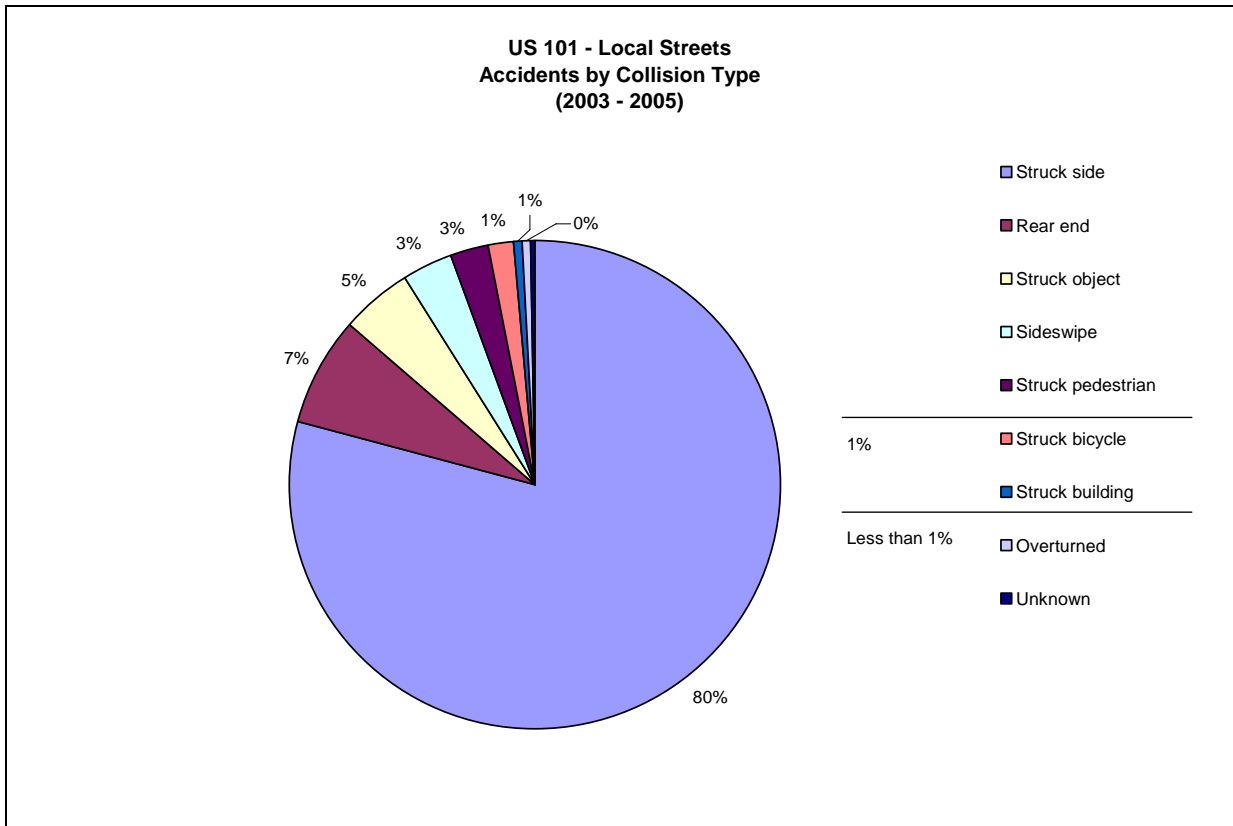
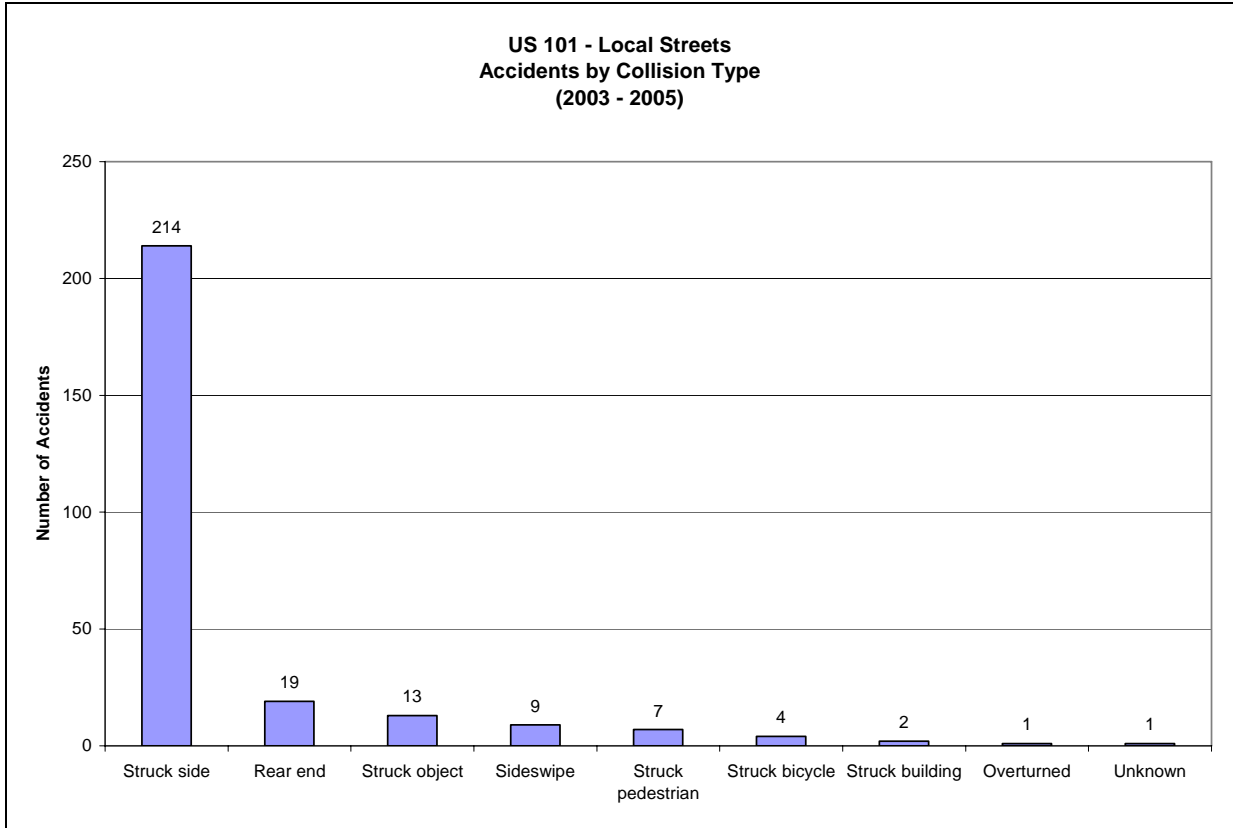
Data

**Table 1
Type of Collision: 2003 - 2005**

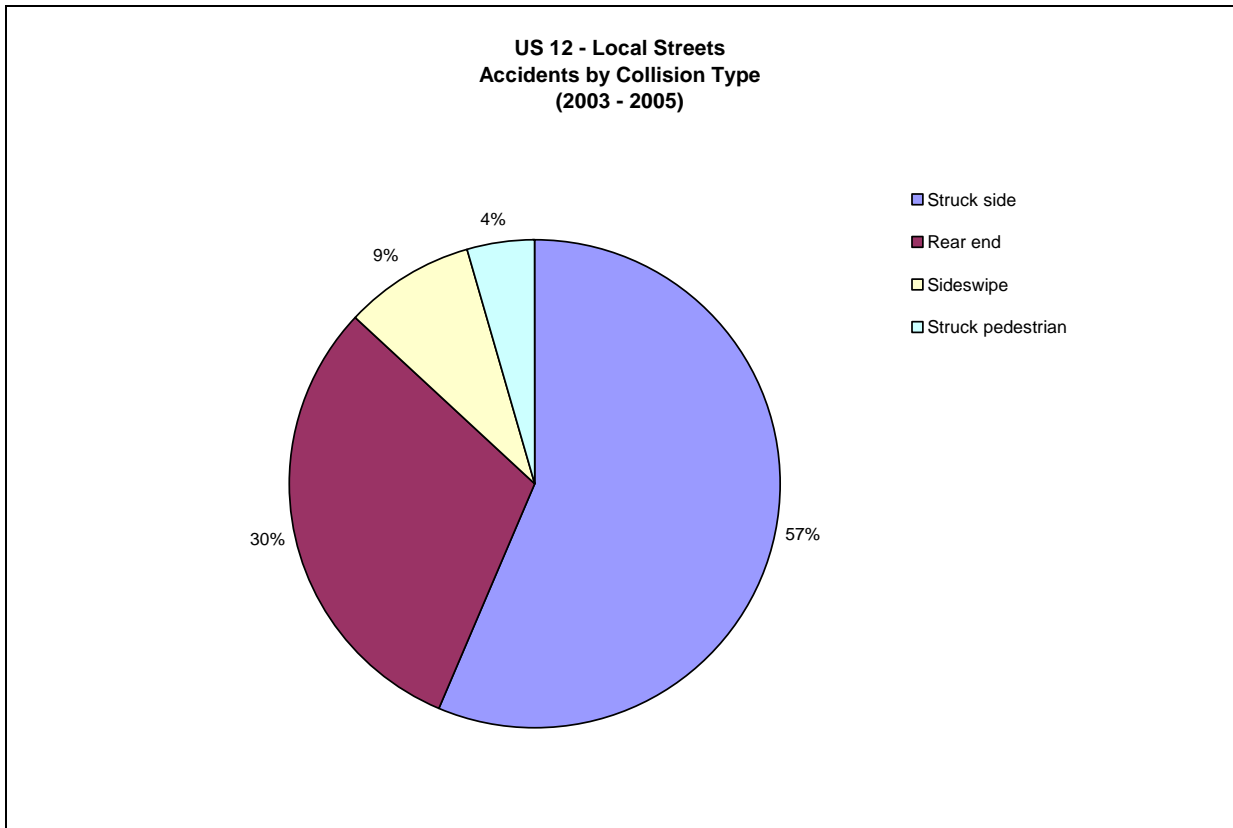
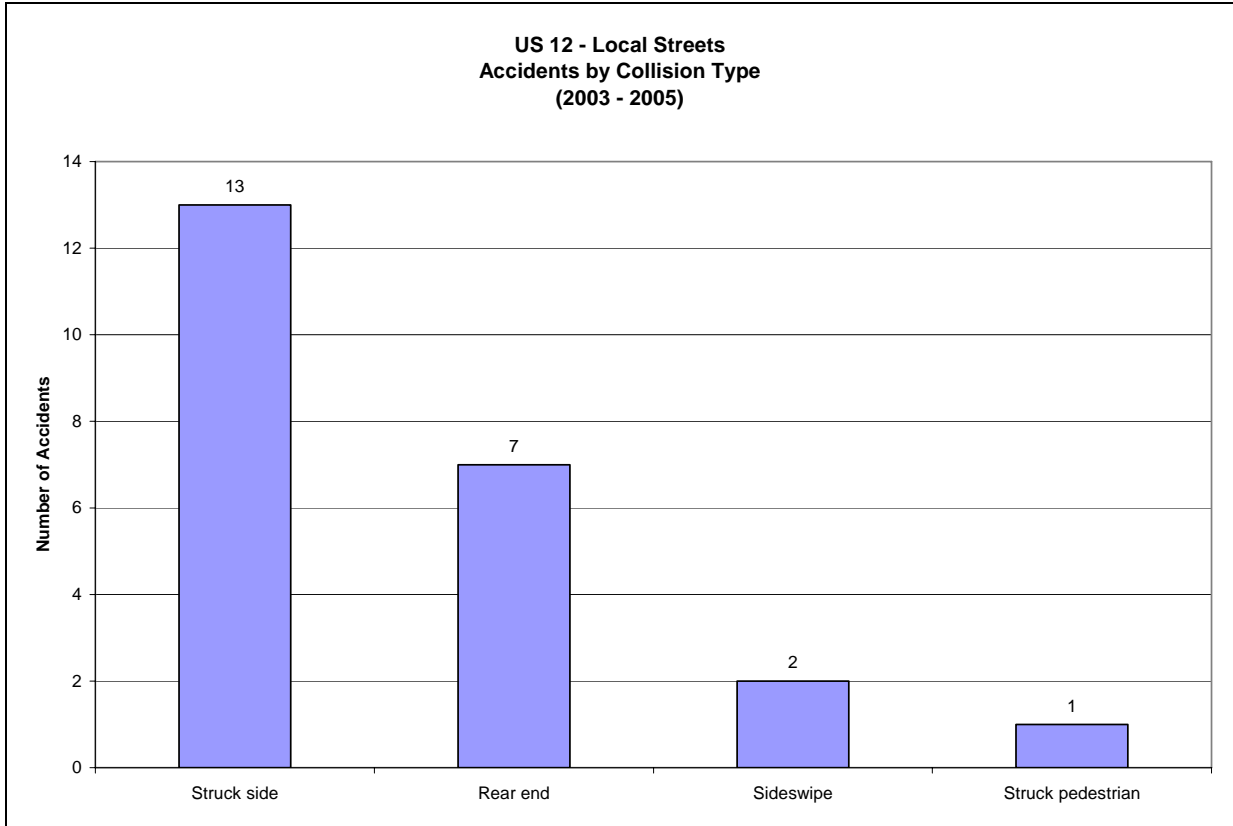
US 101	Number of Accidents
Struck side	214
Rear end	19
Struck object	13
Sideswipe	9
Struck pedestrian	7
Struck bicycle	4
Struck building	2
Overtaken	1
Unknown	1
<i>US 101 subtotal</i>	<i>270</i>
US 12	
Struck side	13
Rear end	7
Sideswipe	2
Struck pedestrian	1
<i>US 12 subtotal</i>	<i>23</i>
SR 109	
Struck side	25
Rear end	1
<i>SR 109 subtotal</i>	<i>26</i>
Total by Type of Collision	319

Table 1: 319 collisions were reported between January 2003 and December 2005 on local streets adjacent to US 101, US12, and SR 109. 252 of the collisions were ‘Struck side’, 79.0%. 8 reported collisions were ‘Struck pedestrian’, 2.5%.

Accidents by Collision Type: US 101



Accidents by Collision Type: US 12



Accidents by Collision Type: SR 109

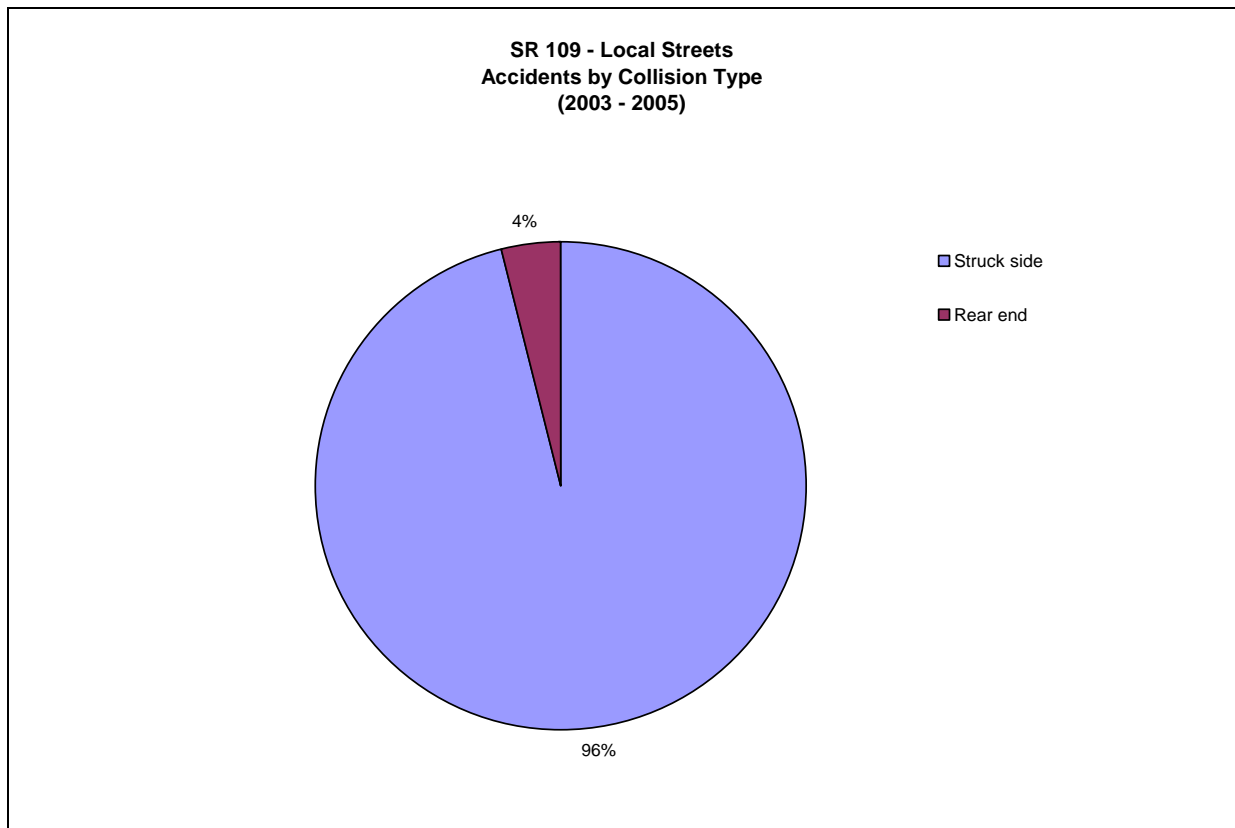
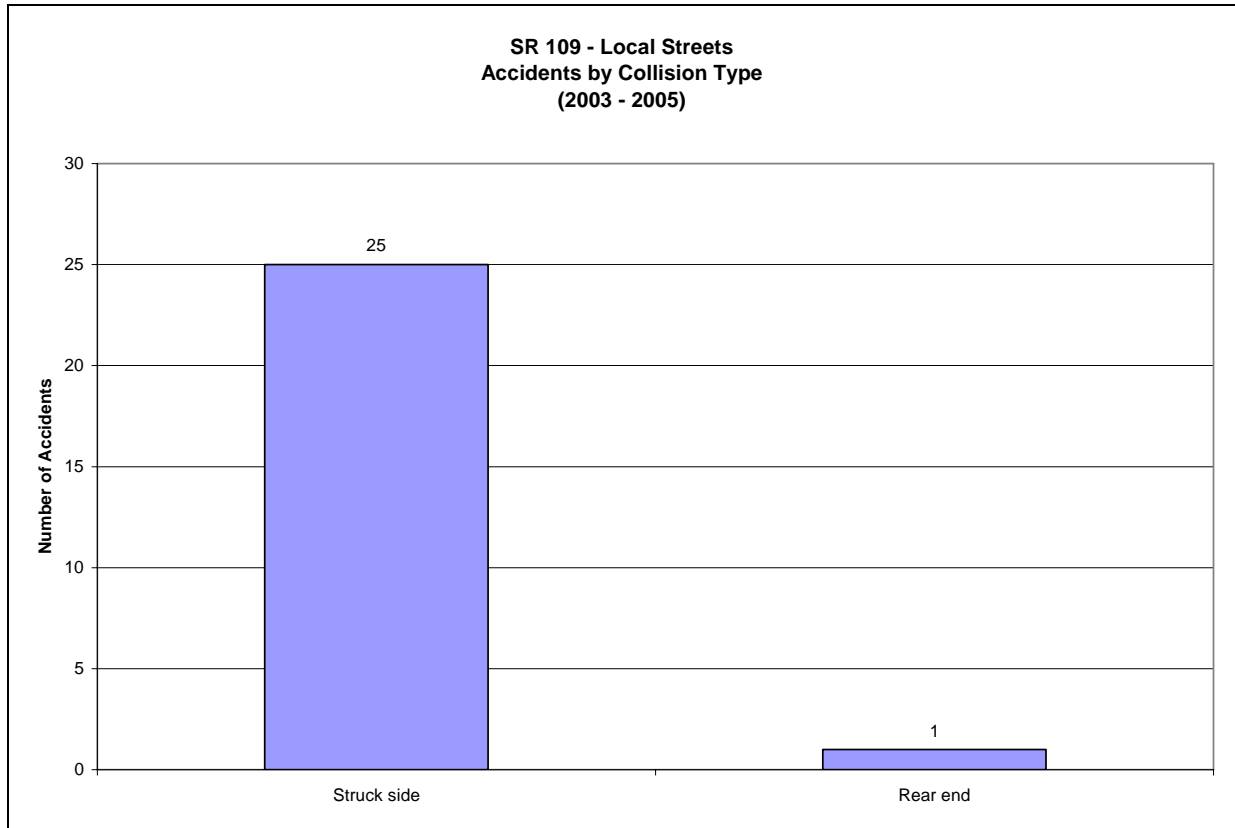
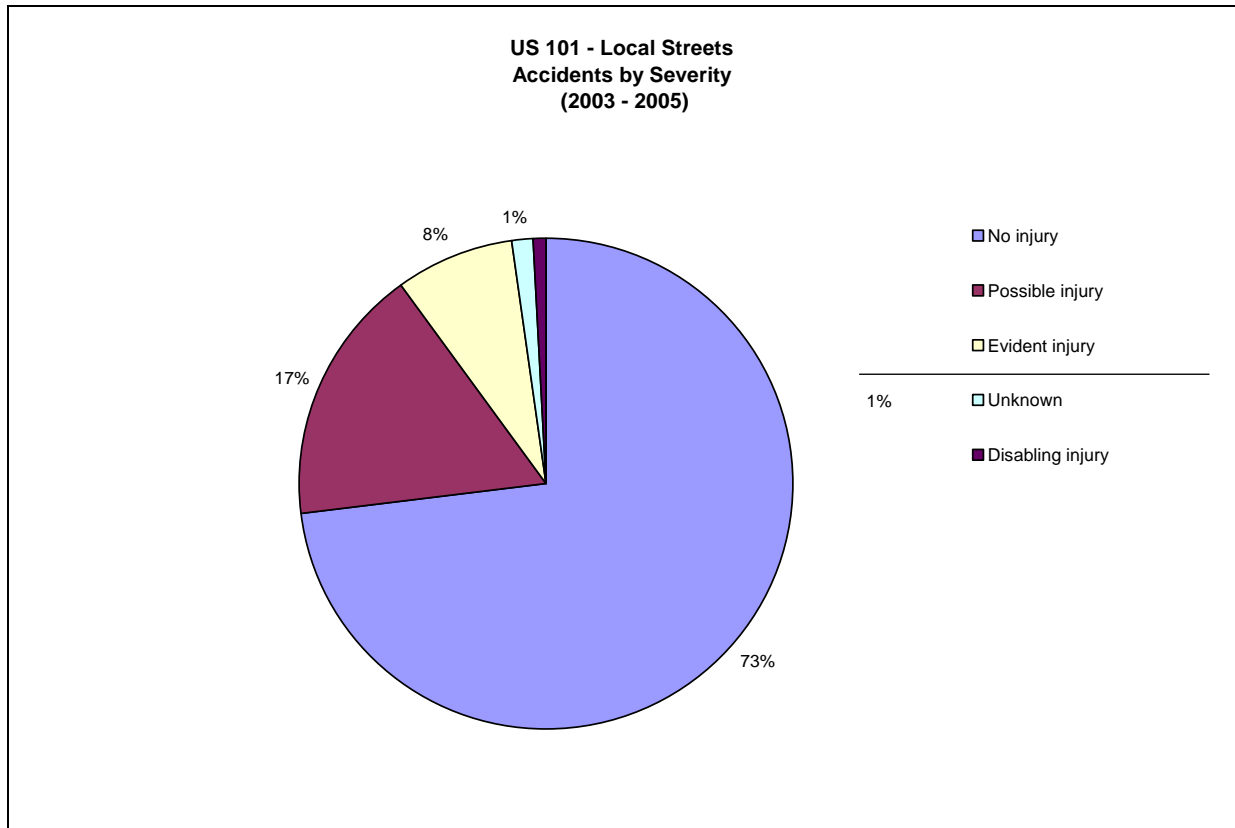
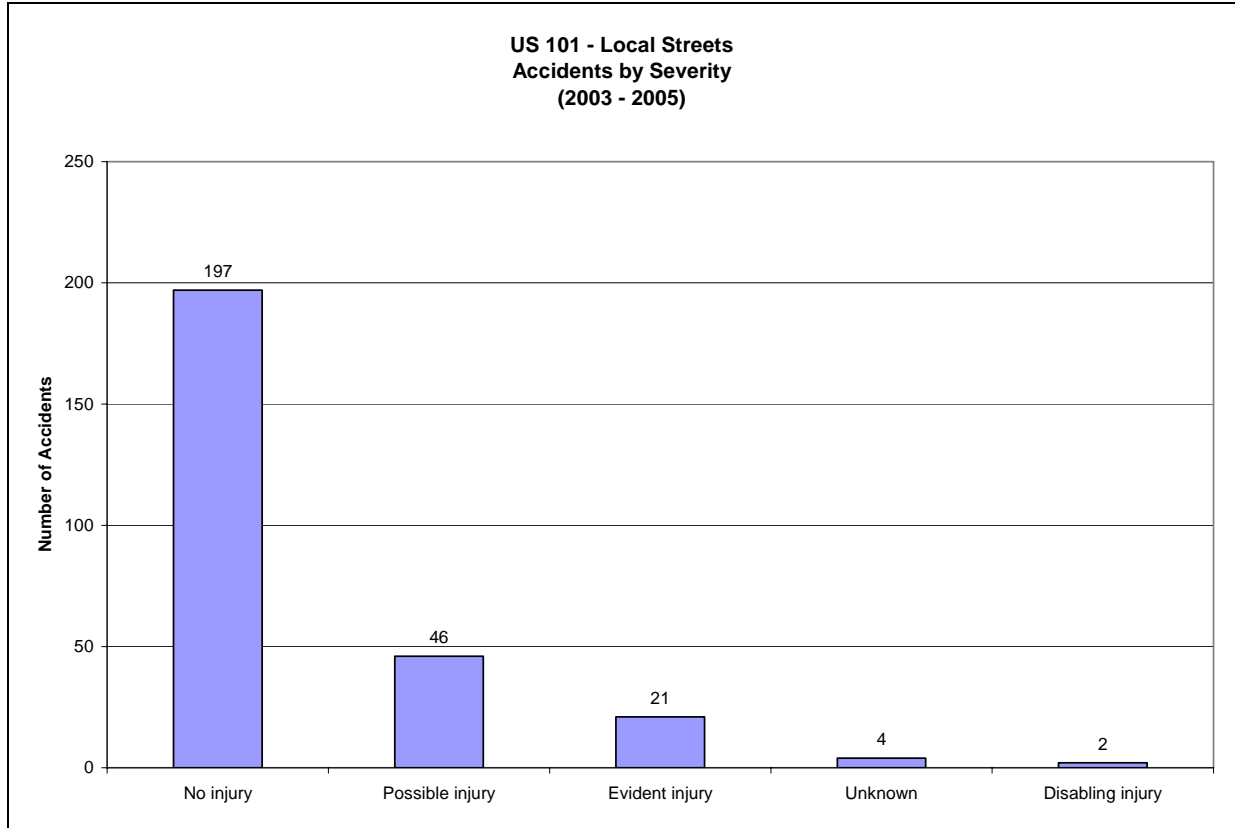


Table 2
Accidents by Severity: 2003 - 2005

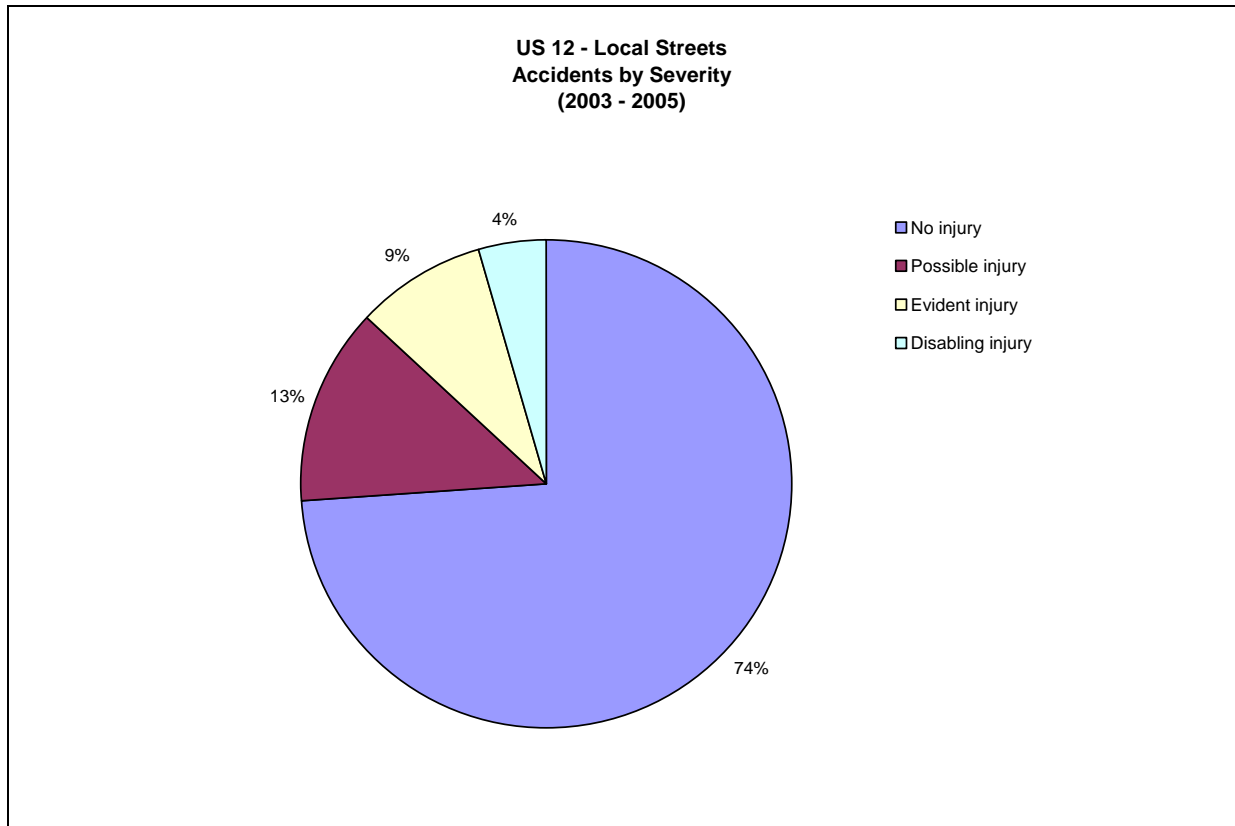
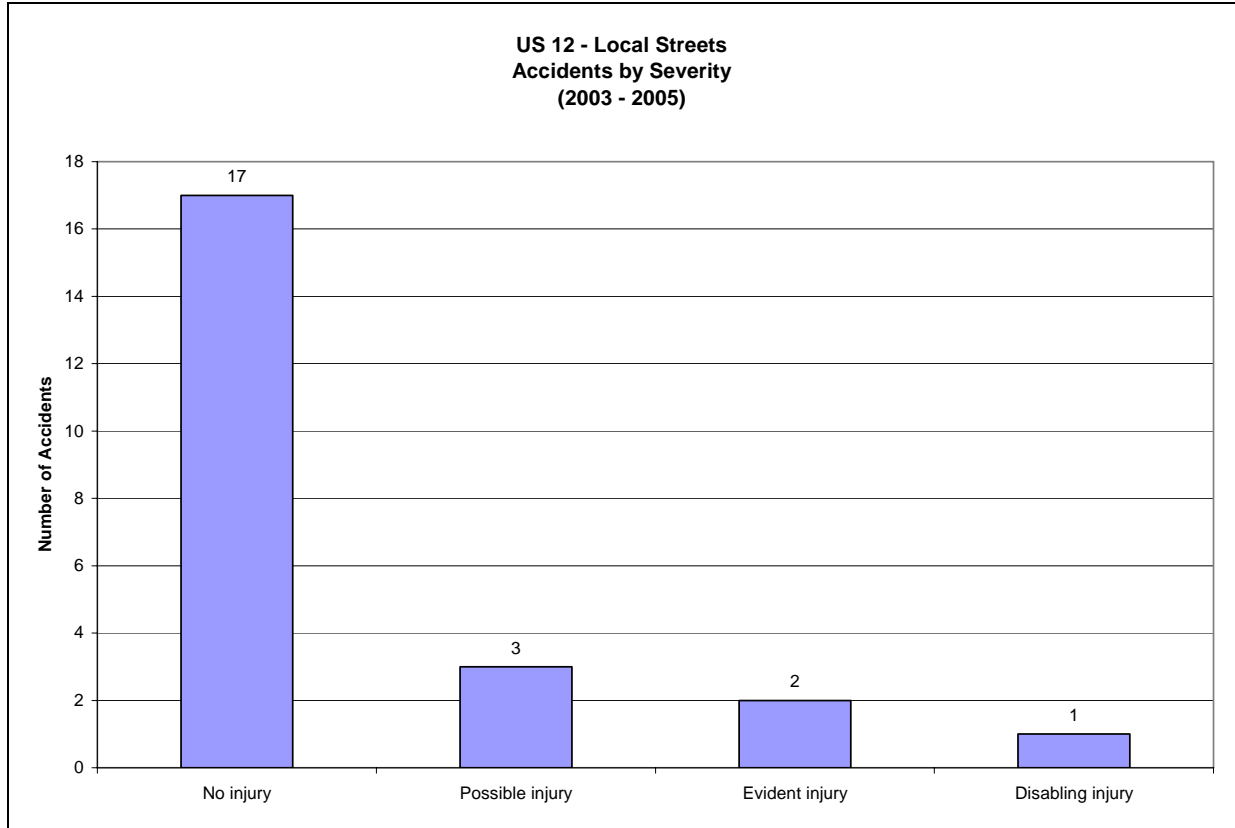
US 101	Number of Accidents
No injury	197
Possible injury	46
Evident injury	21
Unknown	4
Disabling injury	2
US 12	
No injury	17
Possible injury	3
Evident injury	2
Disabling injury	1
SR 109	
No injury	18
Possible injury	6
Evident injury	1
Unknown	1

Table 2: 232 of the 319 collisions reported between January 2003 and December 2005 on local streets adjacent to US 101, US12, and SR 109, had ‘No injury’, 72.7%. 24 collisions had ‘Evident injury’, 7.5%, and 3 collisions had a ‘Disabling injury’, less than 1%. No fatalities were reported.

Accidents by Severity: US 101



Accidents by Severity: US 12



Accidents by Severity: SR 109

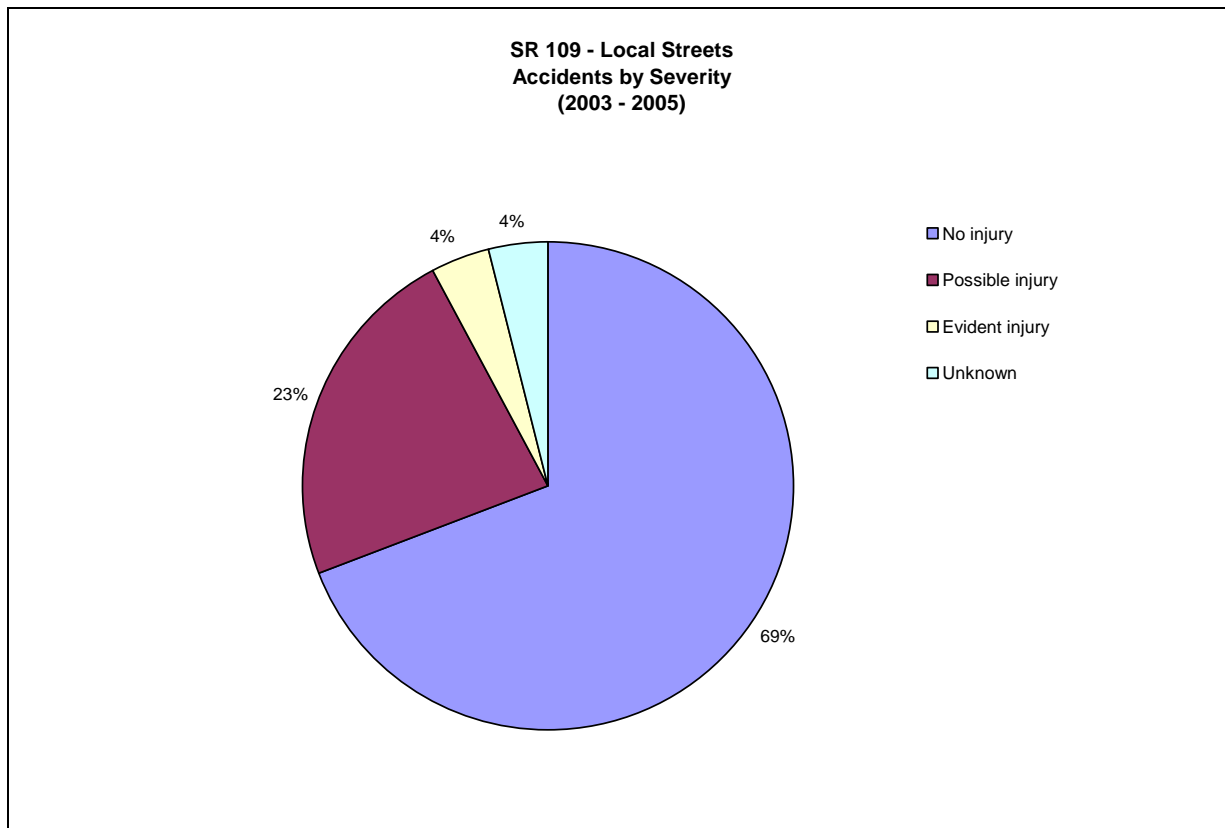
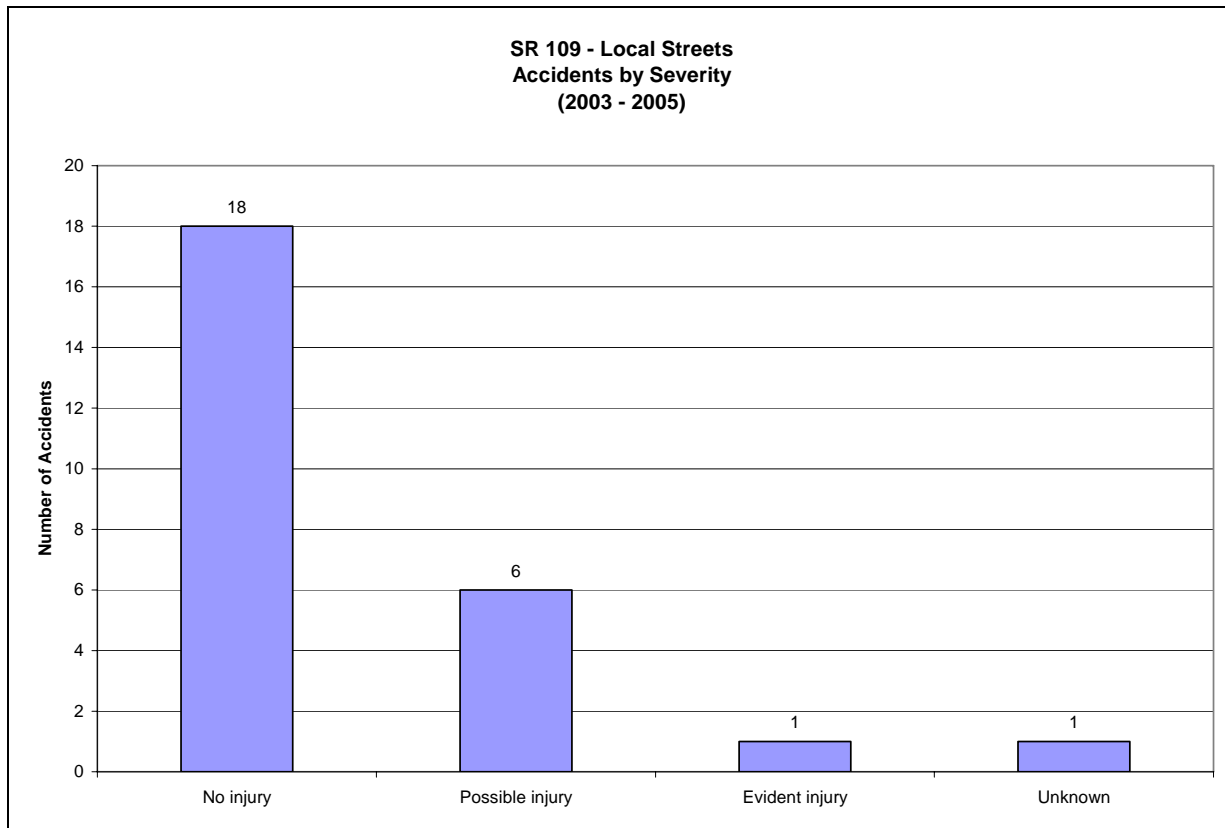
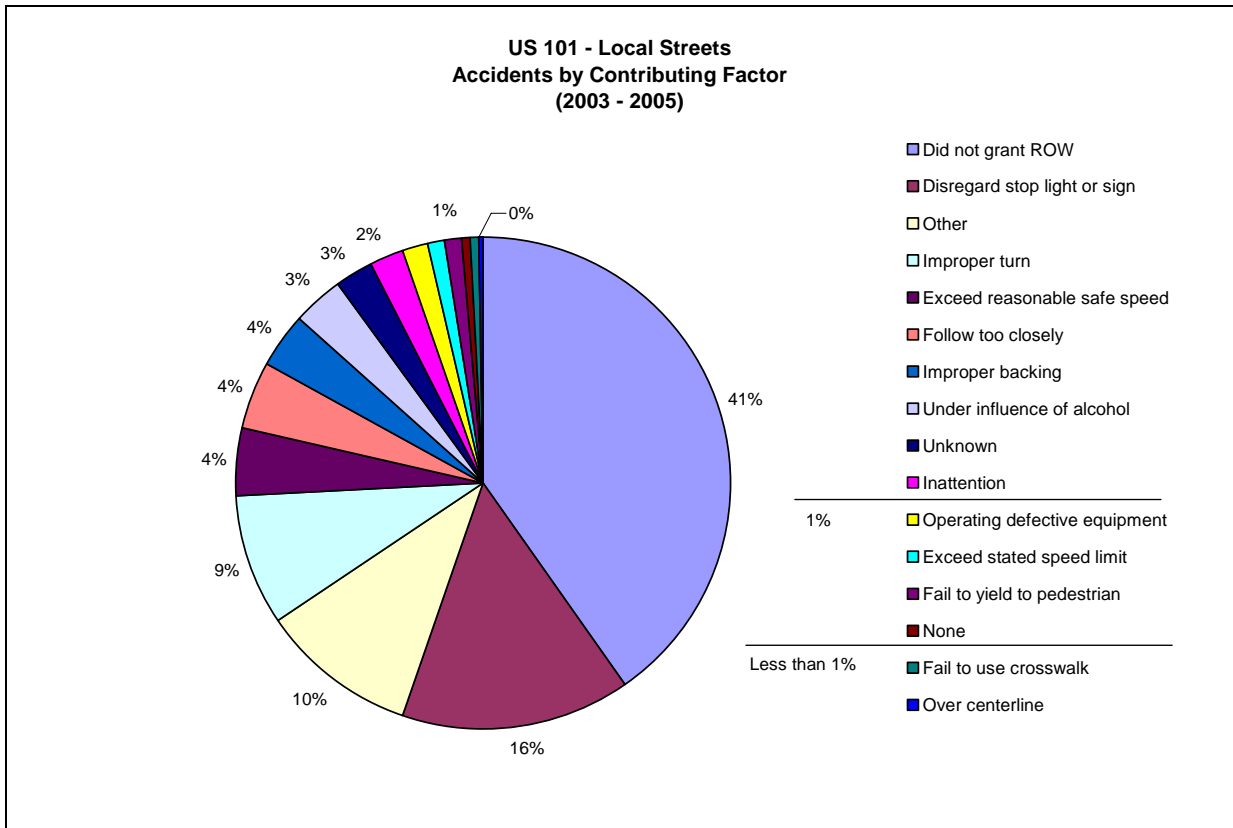
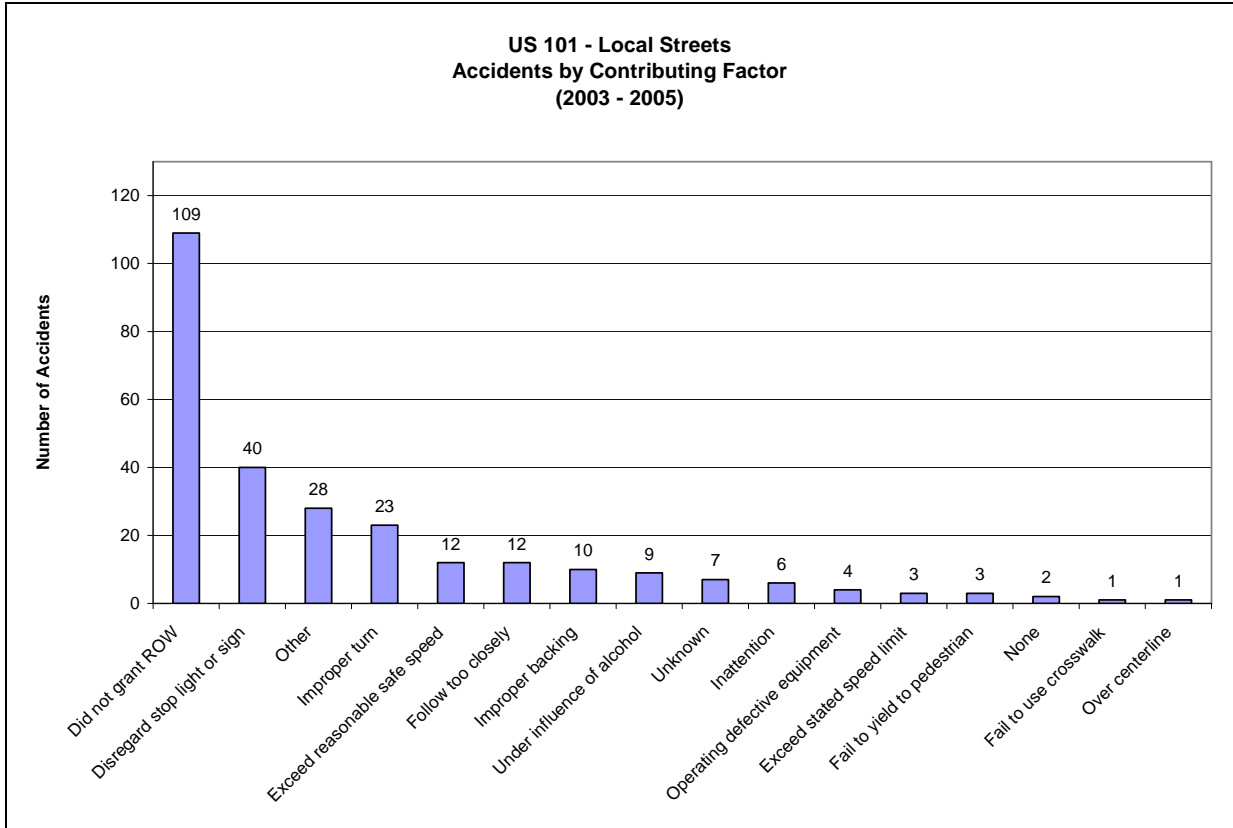


Table 3
Accidents by Contributing Factor: 2003 - 2005

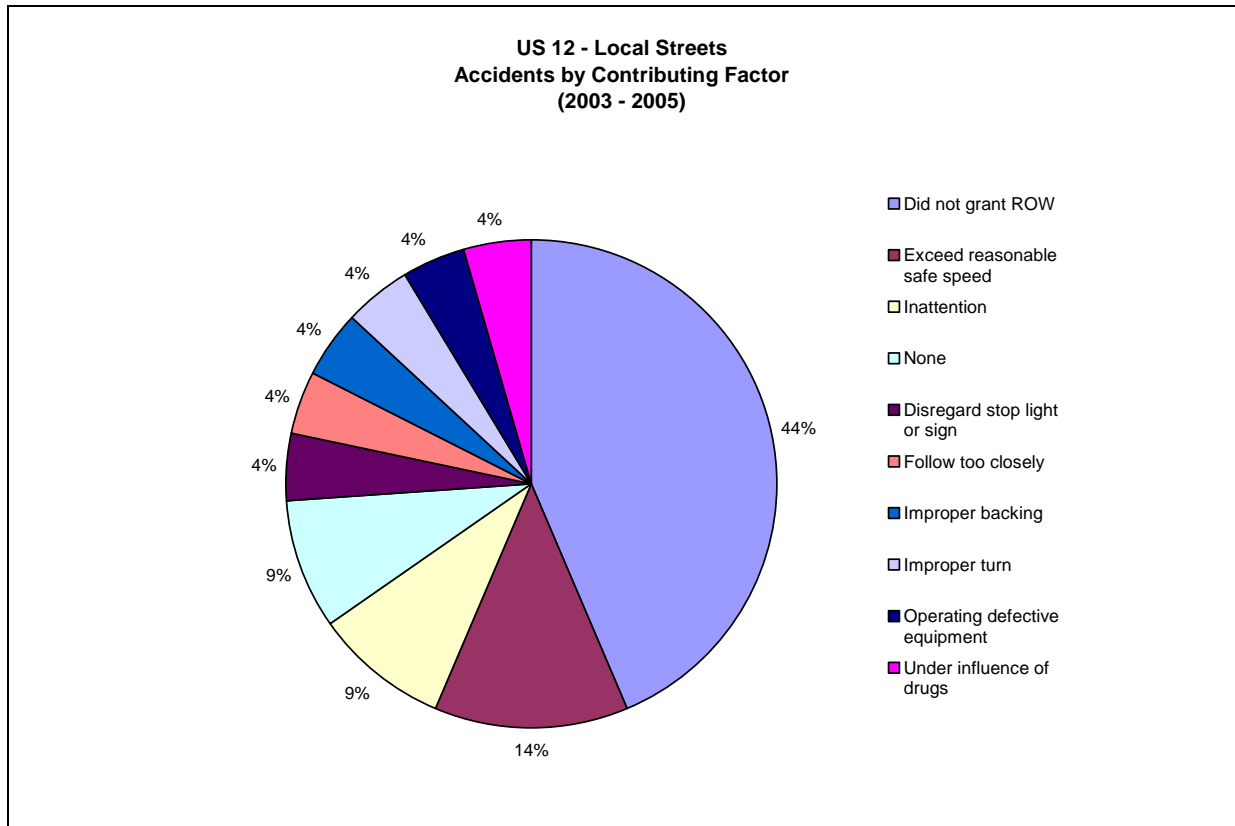
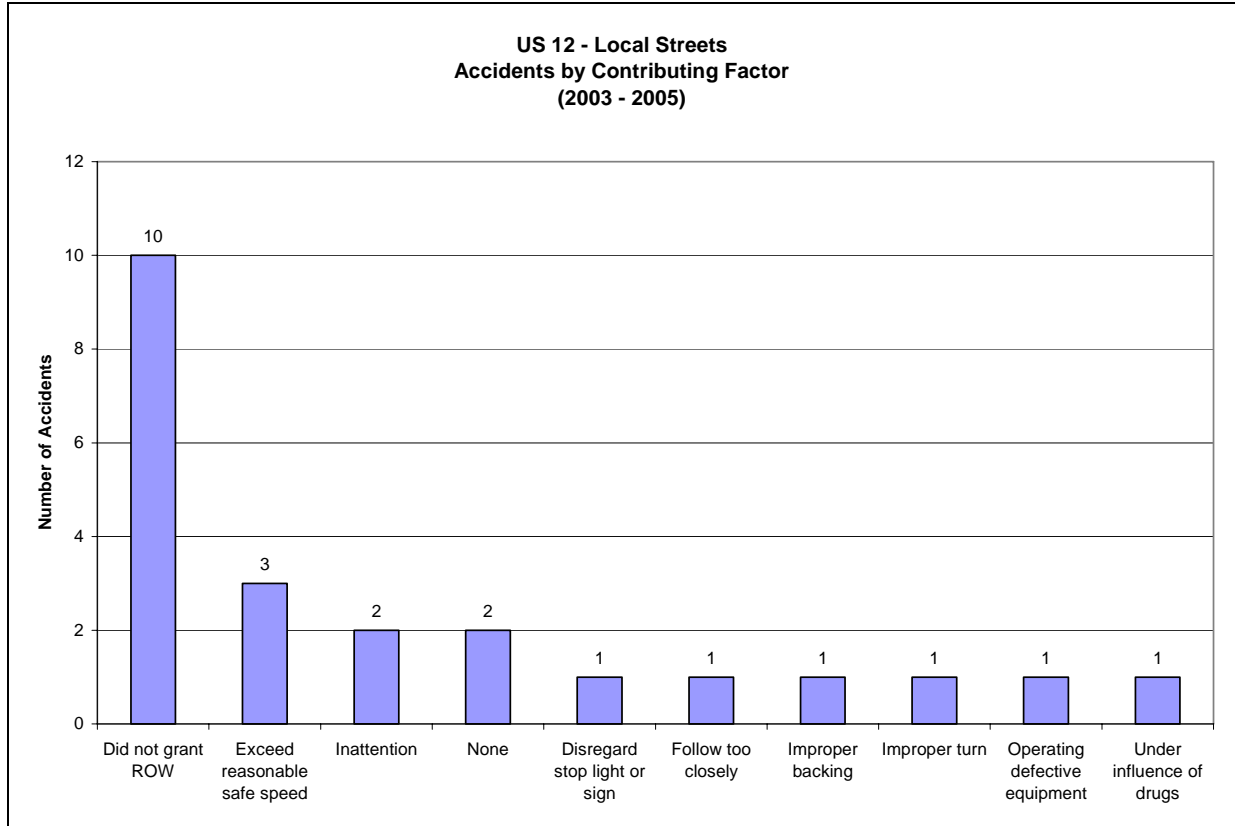
US 101	Number of Accidents
Did not grant ROW	109
Disregard stop light or sign	40
Other	28
Improper turn	23
Exceed reasonable safe speed	12
Follow too closely	12
Improper backing	10
Under influence of alcohol	9
Unknown	7
Inattention	6
Operating defective equipment	4
Exceed stated speed limit	3
Fail to yield to pedestrian	3
None	2
Fail to use crosswalk	1
Over centerline	1
US 12	
Did not grant ROW	10
Exceed reasonable safe speed	3
Inattention	2
None	2
Disregard stop light or sign	1
Follow too closely	1
Improper backing	1
Improper turn	1
Operating defective equipment	1
Under influence of drugs	1
SR 109	
Did not grant ROW	12
Other	5
Inattention	4
Disregard stop light or sign	2
Unknown	2
Follow too closely	1

Table 3: 131 of the 319 collisions reported between January 2003 and December 2005 on local streets adjacent to US 101, US12, and SR 109, the contributing factor was ‘Did not grant right-of-way’, 41.1%. The next highest recorded contributing factor was ‘Disregard stop light or sign’ at 43 accidents, 13.5%. 9 reported ‘Under influence of alcohol’, 2.8%, and 8 ‘Fail to yield to pedestrian’ & 1 ‘Under influence of drugs, both less than 1%.

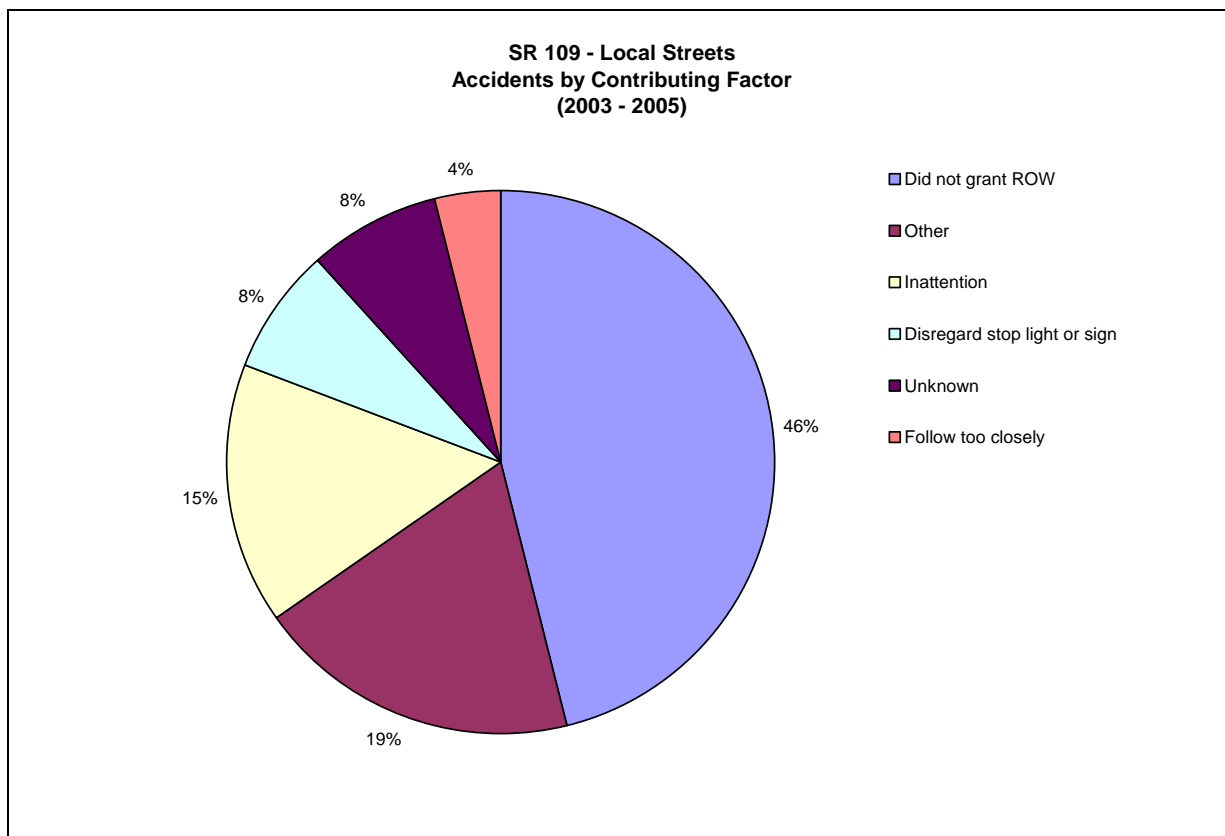
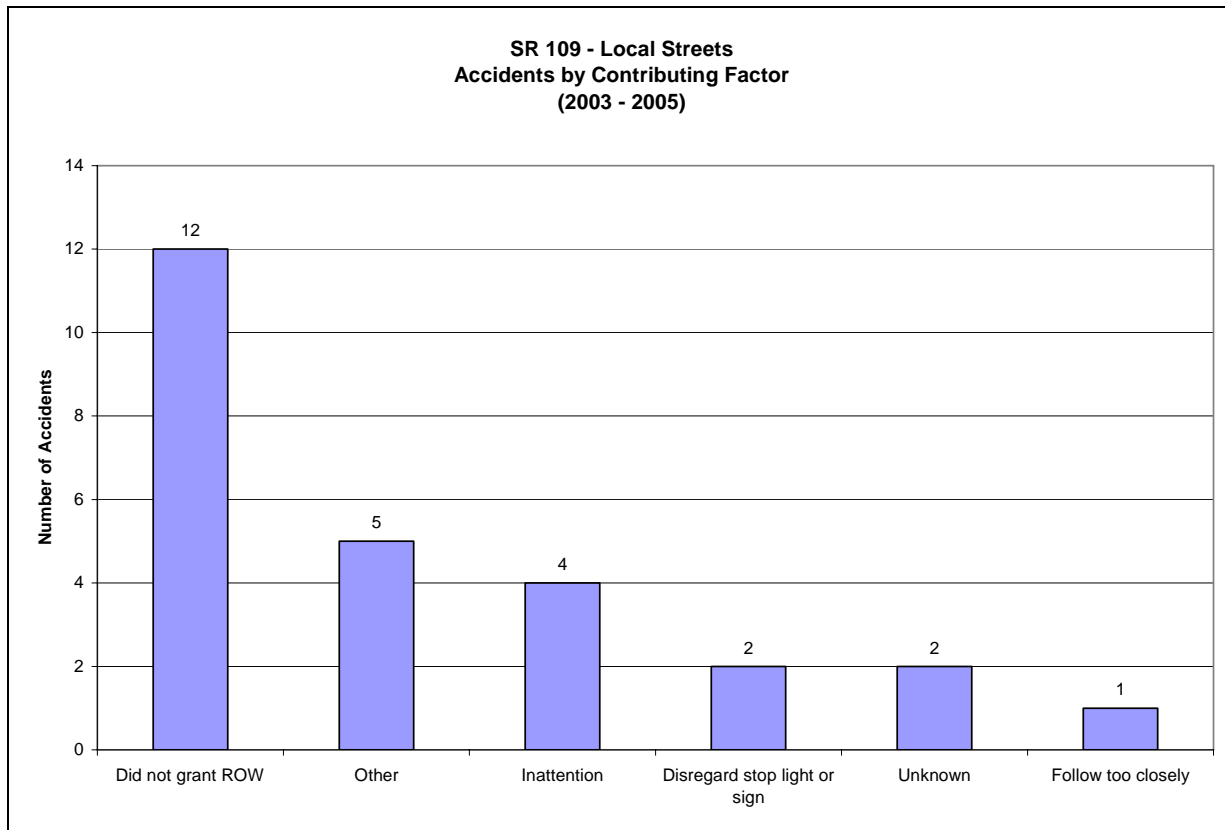
Accidents by Contributing Factor: US 101



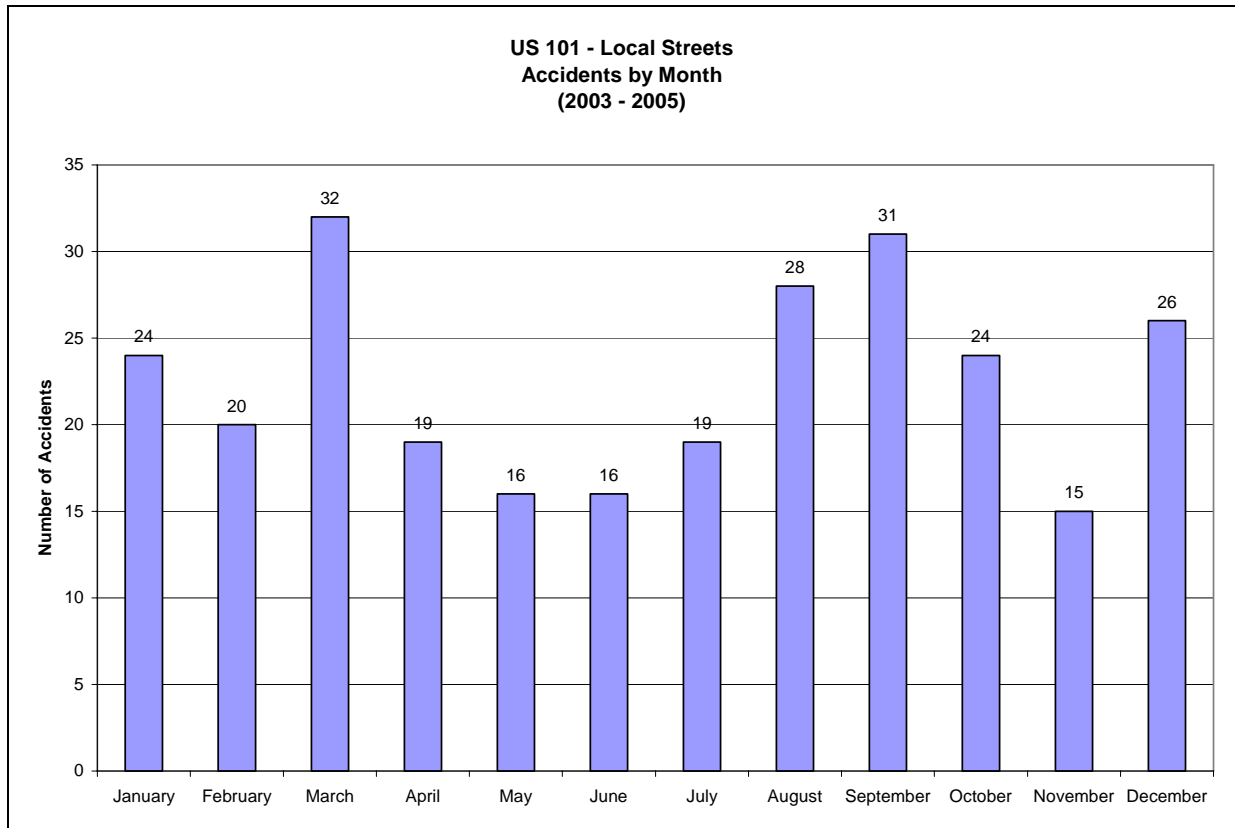
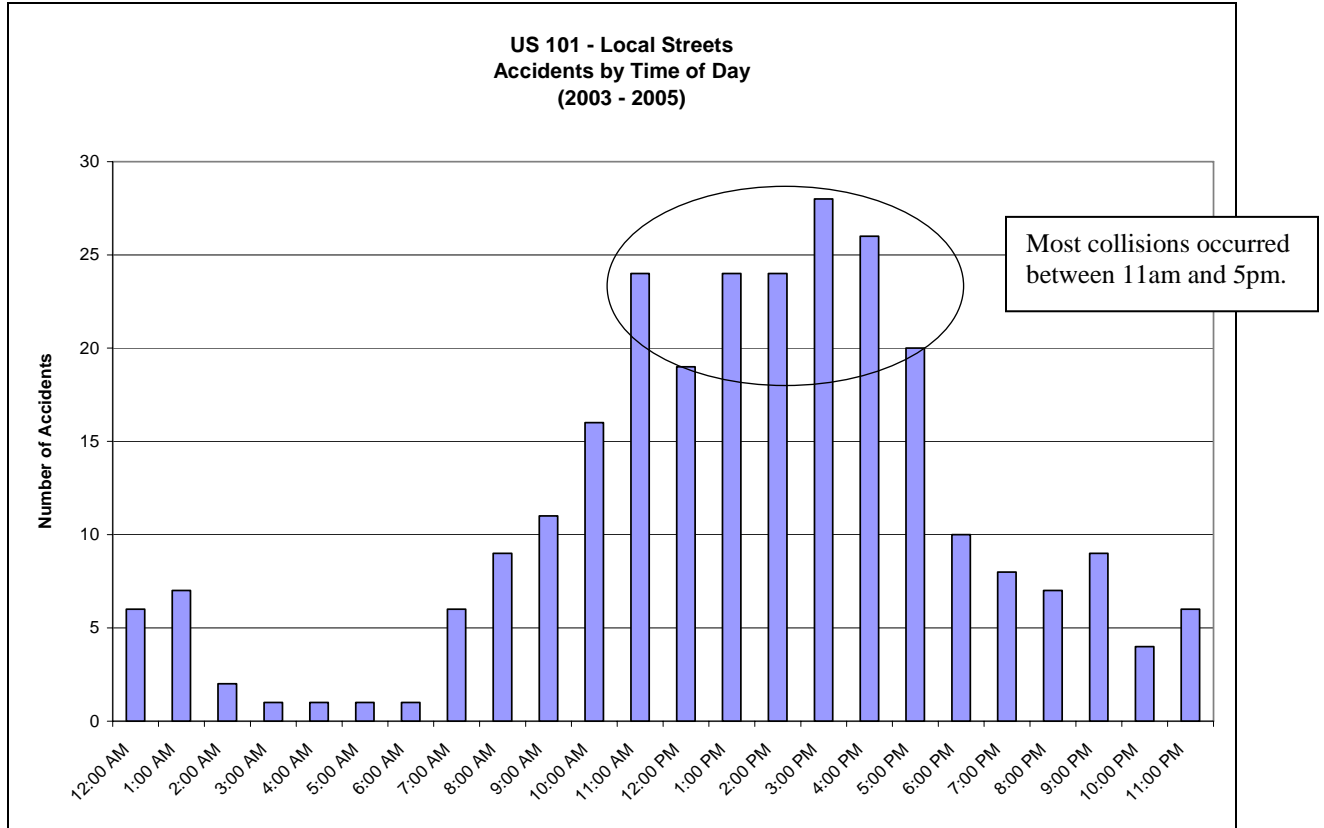
Accidents by Contributing Factor: US 12



Accidents by Contributing Factor: SR 109

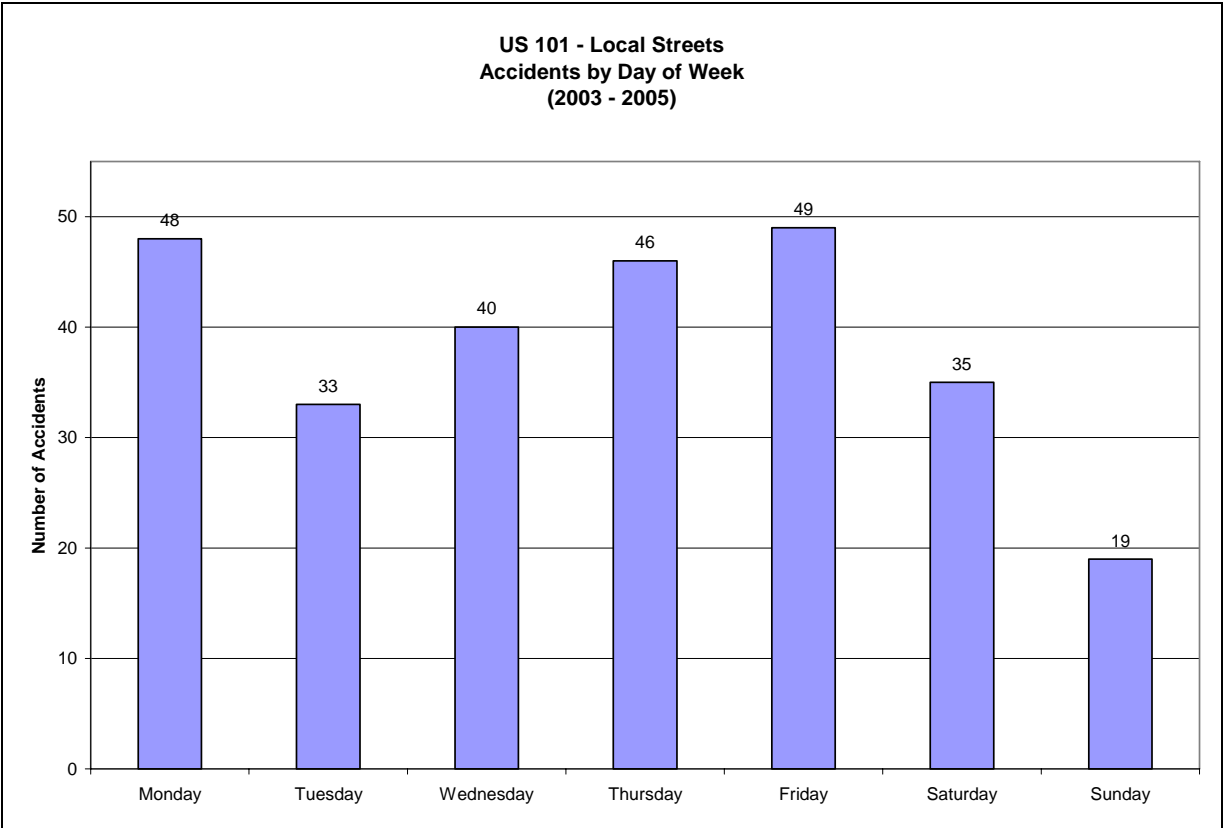


Accidents by Time of Day and Month: US 101^a



^b Not enough records have been collected on US 12 & SR 109 to supply statistically significant monthly, day of week, or time of day data.

Accidents by Day of Week: US 101^b



^b Day of week data was calculated in Microsoft Excel translating the recorded accident date. The accuracy of this data cannot be verified.

High Accident Locations

High accident locations on local streets adjacent to US 101, US 12, and SR 109, were analyzed with GIS. The number of accidents by severity were input into a GIS layer and then analyzed.

Table 4
High Accident Intersections
6 or more reported accidents
2003 - 2006

Hwy	Intersection	Number of Accidents	Injury Type
101	Broadway & 1st	1	Evident
		5	Possible
		5	None
	Broadway & 1st	11	
101	Broadway & Market	2	Evident
		2	Possible
		6	None
	Broadway & Market	10	
101	Market & L Street	1	Evident
		1	Possible
		6	None
	Market & L Street	8	
101	Market & H Street	1	Possible
		6	None
	Market & H Street	7	
12	F & 1 st Street	2	Evident
		2	Possible
		4	None
	F & 1st Street	8	

Table 4: 5 street intersections experienced 6 or more traffic accidents between January 1, 2003 and December 31, 2005. 4 of the 5 locations were on US 101 and 1 on US 12. All locations are related to the Aberdeen downtown core.

Broadway & 1st: Broadway is a through street that serves residential neighborhoods and limited professional services north of 1st Street, leading directly into downtown and to US 101. There is a stop light, and banking facilities and offices on each of the street corners. Broadway is 4 lanes at 1st street. 1st Street is a local alternative route to US 101.

Broadway & Market: Similar to 1st Street, the intersection of Market and has a stop light and banking facilities and offices on each of the street corners. At the north side of Market, Broadway has 4 lanes, at the south side, 2 lanes. There is a right turn only lane from Broadway heading west onto Market. Broadway is a through street that serves residential neighborhoods and limited professional services north of 1st Street, leading directly into downtown and to US 101. Market Street has commercial, professional, and local government services and is also a local alternative route to US 101.

Market & L Street: L Street serves an alternative route to Broadway for residential neighborhoods on the hillside and north of 1st street. This intersection does not have a stop light. L Street is wider and other residential streets heading north/south into the neighborhood. The Street terminates to the south in the Safeway parking lot. There are no stop lights between 1st and Wishkah on L Street. There are services, a parking lot, and small apartment house at this intersection. Market is four lanes wide with street parking on both sides, there is limited visibility crossing Market at L Street.

Market & H Street: This intersection provides a means of heading to US 101 South over the Chehalis River. H Street is one way heading south to US 101 between Market and Wishkah (south side of this intersection). There is a stop light at this intersection and banking, retail, a police station, and other services. H Street is one access street to the Aberdeen High School campus.

F & 1st Street: The intersection of F and 1st Street is 2 blocks north of US 12; this intersection has a stop light. There is a convenience store, 2 apartment buildings and a restaurant on this corner. F Street also provides access to the Aberdeen High School campus, is a through street for residential neighborhoods north of 1st Street (Arnold hill), and to a limited medical professional buildings. It provides local access to US 12 heading east or west.

Table 5
High Accident Streets
US 101 - ABERDEEN Locations
6 or more reported accidents
2003 - 2006

Street	Number of Accidents	Injury Type
Aberdeen		
Broadway - 1st to Wishkah	3	Evident
	7	Possible
	14	None
Broadway - 1st to Wishkah	24	
G Street - 1st to Wishkah	1	Evident
	4	Possible
	10	None
G Street - 1st to Wishkah	15	
H Street - 1st to Wishkah	2	Possible
	11	None
H Street - 1st to Wishkah	13	
K Street - 1st to Wishkah	1	Evident
	8	None
	1	Unknown
K Street - 1st to Wishkah	10	
I Street - 1st to Wishkah	1	Evident
	2	Possible
	6	None
I Street - 1st to Wishkah	9	
M Street - 1st to Wishkah	1	Evident
	7	None
	1	Unknown
M Street - 1st to Wishkah	9	
1st Street - Alder to Jefferson	3	Possible
	4	None
1st Street - Alder to Jefferson	7	
Market - Alder to Jefferson	1	Possible
	5	None
Market - Alder to Jefferson	6	

Table 5: High accident streets, with 6 or more recorded accidents totaled 8 locations in Aberdeen.

Broadway - 1st to Wishkah: Broadway is a through street that serves residential neighborhoods and limited professional services north of 1st Street, leading directly into downtown and US 101. There are stop lights at both 1st and Market on Broadway heading to US 101. Between 1st and Market streets, Broadway is 4 lanes. At the intersection of Market and Broadway, heading south, there is a right turn

only lane to head west onto Market. Broadway between Market and Wishkah is 2 lanes with a center planting strip, and angle in parking on each side. Broadway is a mixed commercial street.

G Street - 1st to Wishkah: G Street extends US 101 North after it crossed over the Chehalis River. G is one way between Wishkah and Market and two-way from Market to 1st Street. There is a stop light at Market Street and no stop light at 1st Street. A credit union on the corner of G and Market (one way portion) is the location of accidents at the alley way. The transit station is at the intersection of Wishkah and G Streets. G Street is mixed commercial. It provides access to the Aberdeen High School campus.

H Street - 1st to Wishkah: H Street provides a means of heading to US 101 South over the Chehalis River. H Street is one-way heading south between Market and Wishkah Streets. It is two way from Market to 1st Street. There is a stop light on Market and no stop light on 1st Street. It is also another access street to the Aberdeen High School campus. The street is mixed commercial with the Aberdeen police station at the intersection of H and Market Streets.

K Street - 1st to Wishkah: K Street provides an alternative route to Broadway for the residential neighborhoods on the hillside and north of 1st street. There is a stop light at Market and no stop light on 1st street. The Aberdeen US Post Office is on the corner of K and 1st Streets. K Street is limited commercial. Two blocks north of 1st on K Street is McDermoth grade school.

I Street - 1st to Wishkah: There is a stop light at Market and no stop light on 1st street. Aberdeen City Hall and Timberland Regional Library branch is on the corner of Market & I Street. I Street is mixed commercial.

M Street - 1st to Wishkah: M Street provides a route to US 101 from neighborhoods north of 1st Street. There are no stop lights on M Street, even at US 101. Franklin park, ball field and playfield is on M Street between 1st and Market Streets. There are limited commercial, services, and small apartment building on M Street.

1st Street - Alder to Jefferson: First Street is a local alternative route to US 101. There is a stop light where 1st meets US 101, with a right turn only lane. A filling station is on the corner of 1st and US 101

1st Street is two lanes with limited left turn lanes, and on street parking on both side. There are two stop lights, one at Broadway and one on F Streets. There can be limited visibility crossing 1st Street due to it being very wide and the presence of parked vehicles on the street.

Market - Alder to Jefferson: Market Street is a local alternative route to US 101. There is a stop light where Market meets US 101 at Alder. Between Jefferson and US 101, there is commercial with limited residential on this section of Market Street.

Market Street has four lanes with street parking on both sides. There are numerous stop lights on Market Street and commercial, professional, and local government services. There can be limited visibility crossing Market Street due to it being extremely wide and the presence of parked vehicles on the street.

Table 6
High Accident Streets
US 101 - MYRTLE STREET & HOQUIAM Locations
6 or more reported accidents
2003 - 2006

Street	Number of Accidents	Injury Type
Myrtle - Pacific to Simpson	1	Evident
	1	Possible
	4	None
Myrtle - Pacific to Simpson	6	
Hoquiam		
7th Street - K to Simpson	2	Possible
	6	None
7th Street - K to Simpson	8	
24th Street - Pacific to Simpson	1	Evident
	2	Possible
	3	None
24th Street - Pacific to Simpson	6	

Table 6: High accident streets, with 6 or more recorded accidents, totaled 2 locations in Hoquiam. Myrtle Street, which separates the cities of Aberdeen and Hoquiam, is also high accident street.

Myrtle - Pacific to Simpson: Myrtle Street separates the cities of Aberdeen and Hoquiam. It also provides access to Port Industrial Road, the industrial area, which is a local alternative route to US 101. There are stop signs on Aberdeen and Pacific crossing at Myrtle. Myrtle is a mix of residential and commercial with a high traffic generating shopping center on the corner of Myrtle and Pacific Streets.

7th Street - K to Simpson: 7th Street in Hoquiam is a local commercial street with retail, profession services, the transit station, historic theater, community services organization halls, and Timberland Regional Library branch. There is a stop sign at both the corners of K and J Streets on 7th. The south side of 7th street has angle in parking.

24th Street - Pacific to Simpson: 24th is a residential street with limited commercial and a small apartment complex. It provides access to Bay Ave as an alternative to US 101, although 22nd and 23rd Streets are the more frequently used as a pass through streets. There are no stop signs on 24th Street or the cross streets at Aberdeen and Pacific.

Table 7
High Accident Streets
US 12 & SR 109
6 or more reported accidents
2003 - 2006

Hwy	Street	Number of Accidents	Injury Type
12	F Street - 1st to Wishkah	3	Evident
		4	Possible
		6	None
	F Street - 1st to Wishkah	13	
109	L Street - 2nd to Emerson	2	Possible
		4	None
	L Street - 2nd to Emerson	6	

Table 7: US 12 and SR 109 each had one high accident street with more than 6 recorded accidents.

F Street - 1st to Wishkah: F Street provides local access to US 12 heading east or west. F Street is the last street where traffic can merge onto US 12 heading east, at Heron. There is no traffic signal at this corner, providing a bypass route to US 101. The intersection of F and Market Streets is a five way intersection with three traffic signals (where Fuller Way comes off the Wishkah bridge heading west). F Street also provides access to the Aberdeen High School campus, is a through street for residential neighborhoods north of 1st Street (Arnold hill), and limited medical professional buildings. There are mixed commercial and a city green space on F Street. There is a right turn only lane onto US 12 heading west from north F Street. Stop lights are on 1st and Market Street.

L Street - 2nd to Emerson: L is an angled street off SR 109. There is a convenience store and a small apartment complex on the corner of L and SR 109 and the street leads into a residential neighborhood. There is one stop sign on the east side 1st Street at the intersection of L, but not on the west side. There are no stop signs on L Street or at where L intersects with 2nd Street. There is a church on the corner of 2nd and L Street.

US 101 Regional Circulation Project

Local Collision Data

Port Industrial Area

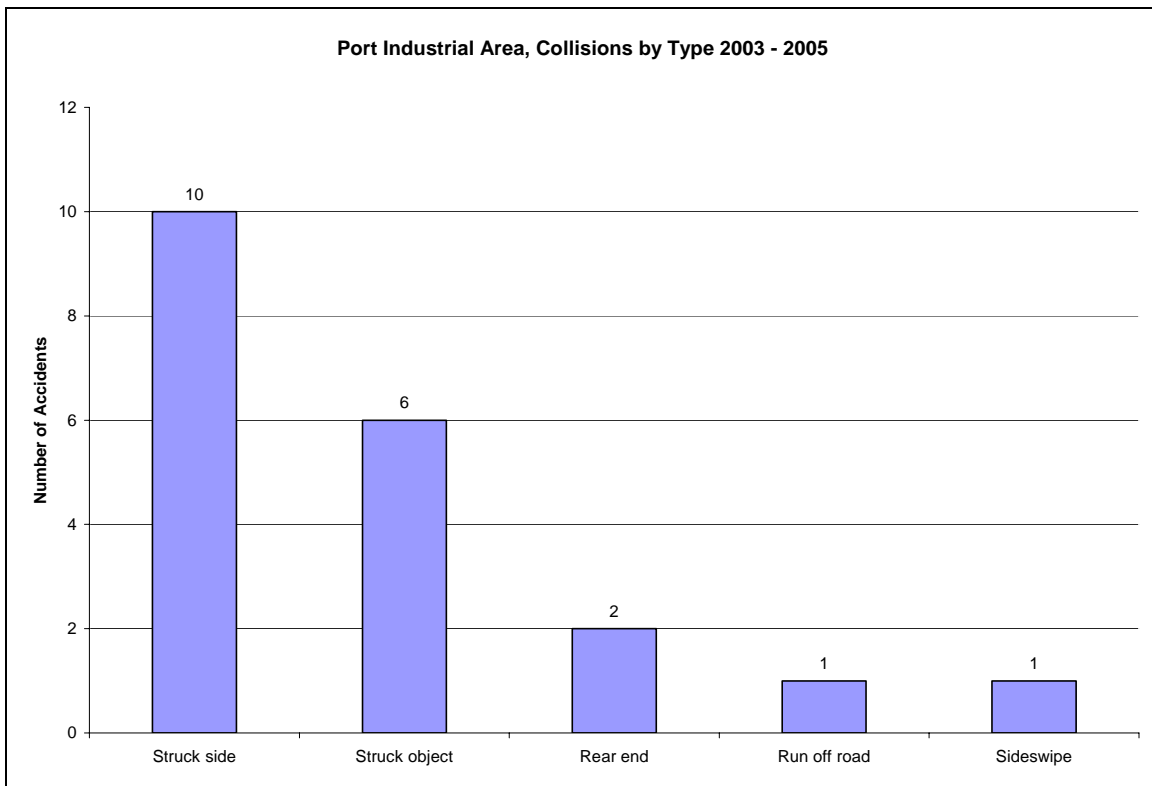
January 1, 2003 – December 31, 2005

Study Area

Area Limits at West: Bay Ave at 22nd in Hoquiam, limits at East Wishkah & Heron Streets at Monroe in Aberdeen.

Table 1: Collisions by Type 2003 - 2005

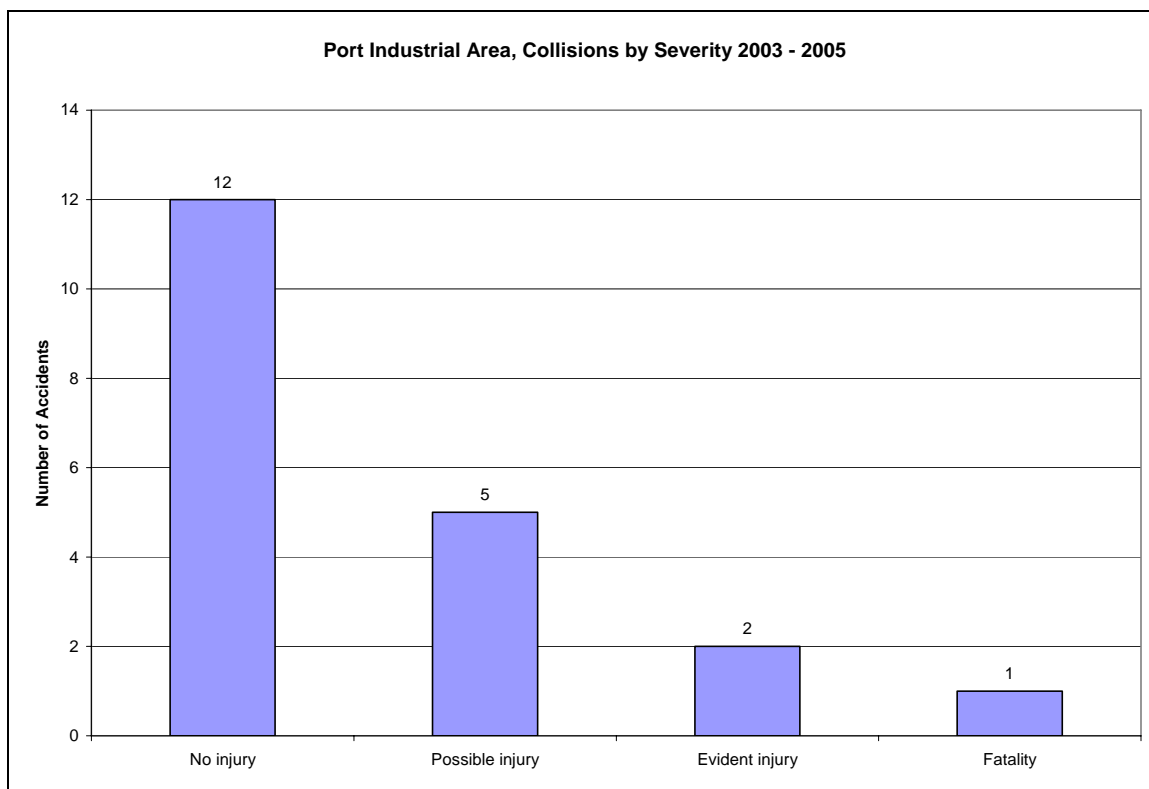
Collision Type	Number of Accidents	Percent
Struck side	10	50%
Struck object	6	30%
Rear end	2	10%
Run off road	1	5%
Sideswipe	1	5%
Total	20	100%



Under 23 United State Code - Section 409, This data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT or the State of Washington.

Table 2: Collisions by Severity 2003 - 2005

Severity	Number of Accidents	Percent
No injury	12	60%
Possible injury	5	25%
Evident injury	2	10%
Fatality	1	5%
Total	20	100%



The single Fatality Statistics:

Feb. 2005, 3:06 p.m. road was wet

Vehicle 1 Contributing Circumstance: Improper Passing

Collision Type: From opposite direction - both going straight - sideswipe

Vehicle 2 Contributing Circumstance: None

Table 3: Collisions by Contributing Factor

Contributing Factor	Number of Accidents	Percent
Exceed reasonable safe speed	4	20%
Did not grant ROW	3	15%
Other	3	15%
Under influence of alcohol	3	15%
Apparently ill	2	10%
Follow too closely	2	10%
Improper backing	2	10%
Apparently asleep	1	5%
Total	20	100%

