

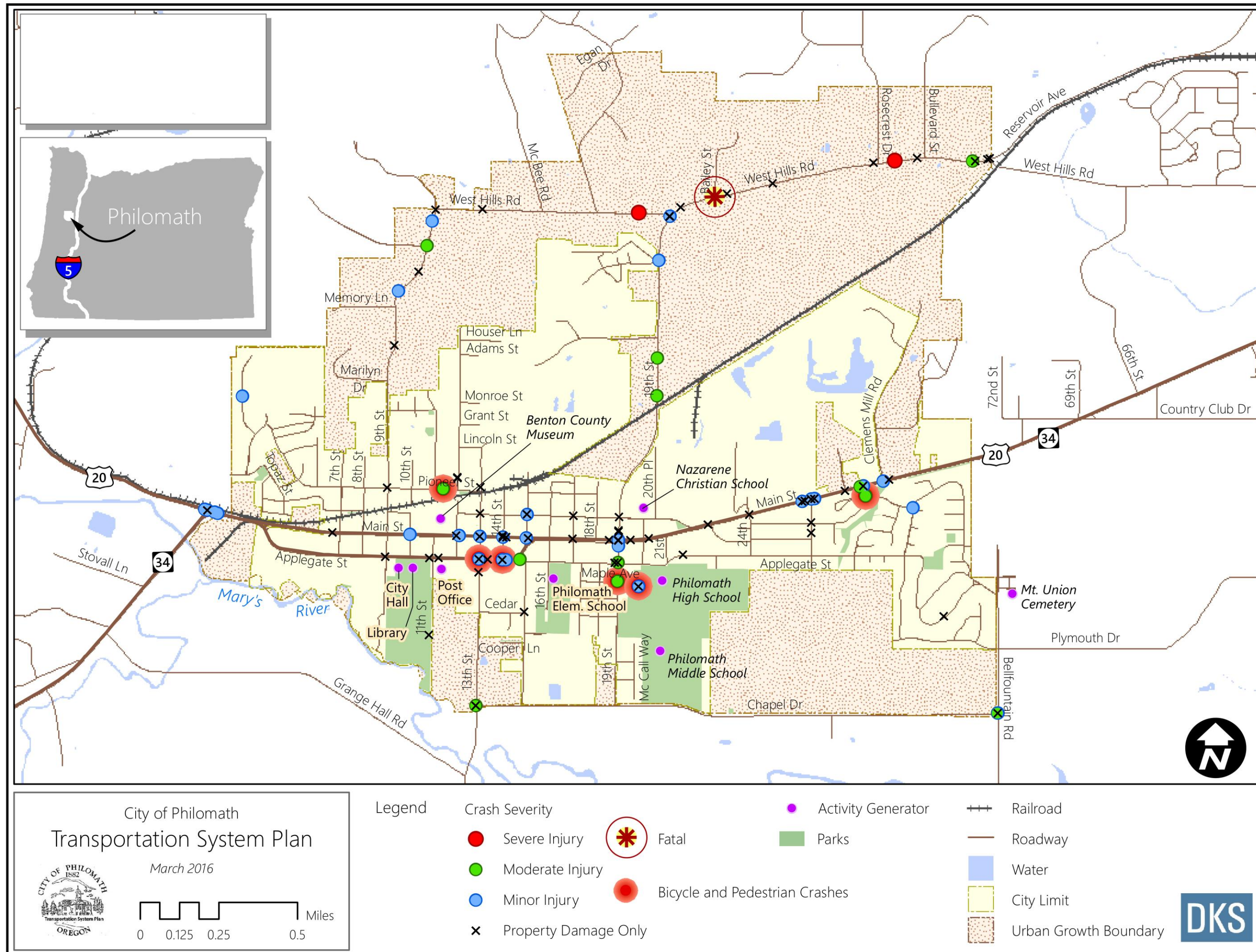
Auto & Freight Findings



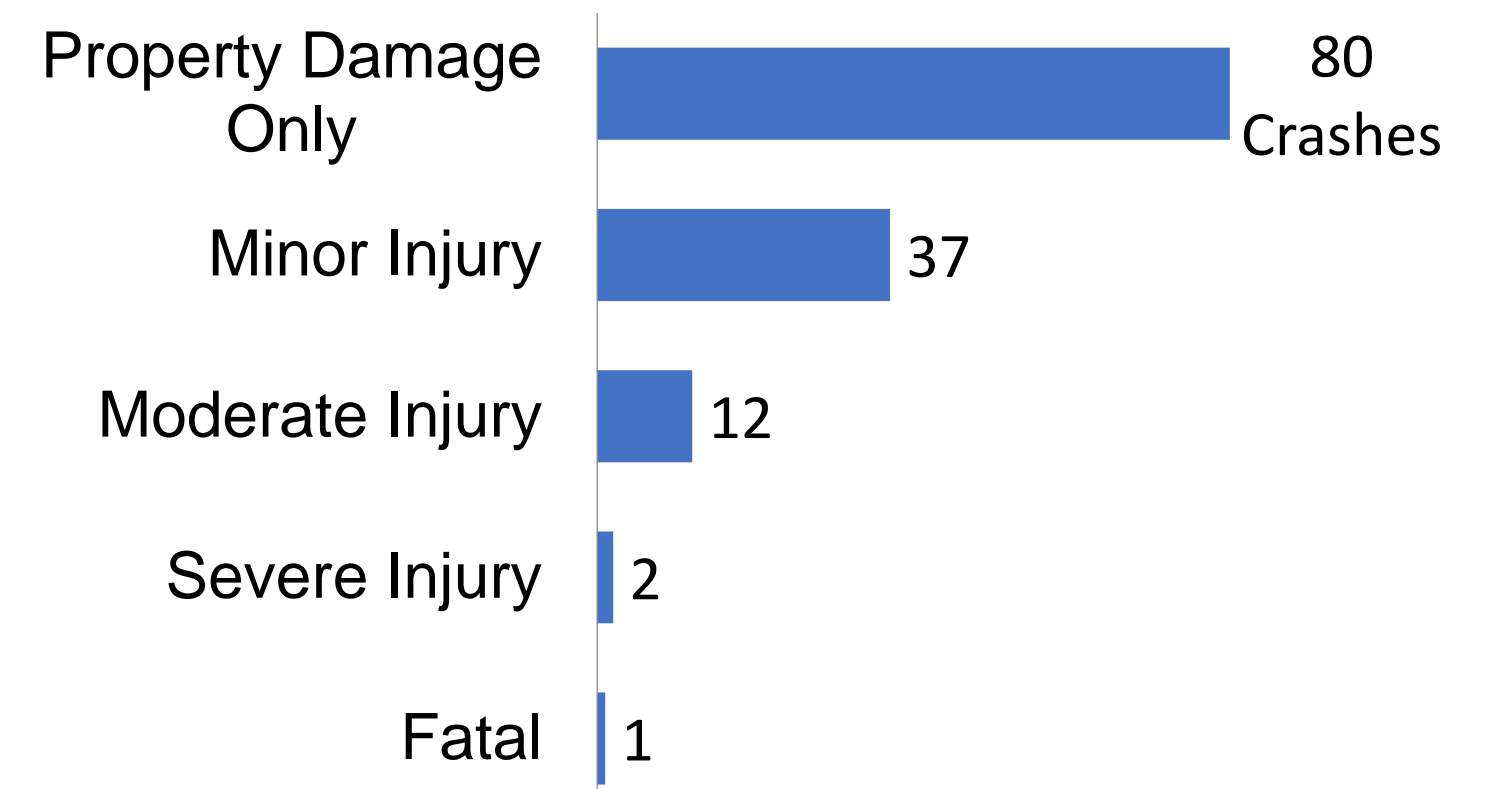
The project team analyzed the safety performance and congestion levels of the transportation system within the Philomath Urban Growth Boundary. However, data and analysis can only tell part of the story – we need to hear your experiences to help provide a complete picture.



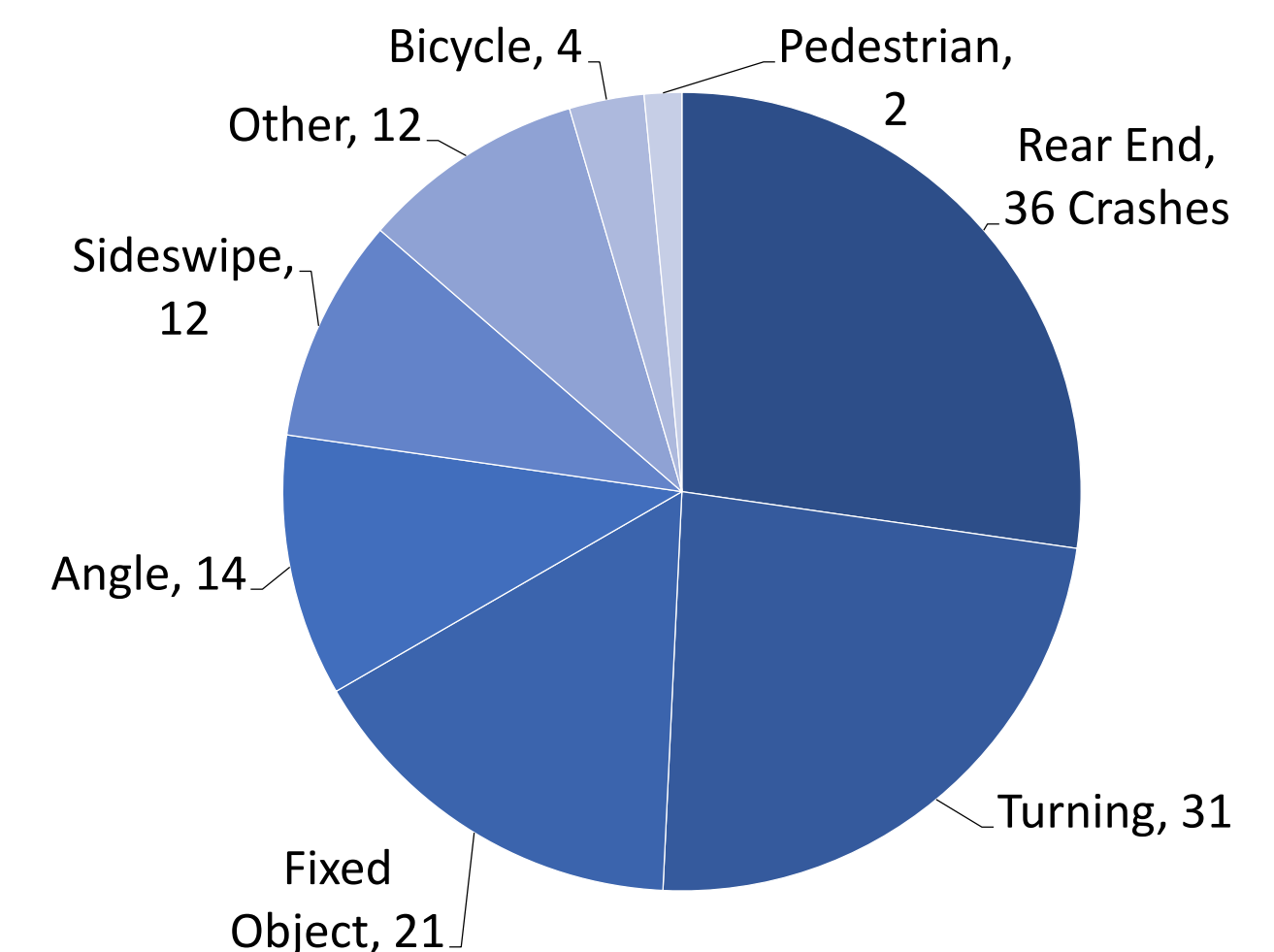
Safety – Crash Data from 2010 to 2014



Crash Severity is generally low, with the majority (about 60%) of crashes resulting in no injuries (property damage only)



Crash Types are characteristic of an urban area with a prominent signalized highway, with the majority of crashes involving a rear-end collision or collision while turning.



Over five years there were 132 crashes within the Urban Growth Boundary, an average of about 26 per year.

Intersections with high crash rates and frequencies

- US 20 and OR 34 (8 Crashes)
- US 20/OR 34 and 26th Street (9 Crashes)

Intersection Motor Vehicle Operations

- Level of congestion at 14 key intersections during the evening weekday summertime peak, 5:00 p.m. to 6:00 p.m., were evaluated against ODOT and Philomath mobility targets/standards.
- All intersections operate well within adopted targets/standards for vehicle mobility. Forecasts indicate targets/standards will continue to be met in the 2040 base scenario.
- However, prominent reported congestion on US 20/OR 34 east of the city between Philomath and Corvallis

Additional Roadway System Elements

Bridges

- Three within UGB, all cross Newton Creek, and are “sufficient” without any restrictions.

Rail (Portland and Western Railroad)

- Freight line, mostly north of US 20/OR 34.
- Five at-grade crossings, up to six trains per day.

Intelligent Transportation Systems (ITS) Facilities

- Emergency vehicle preemption at the four ODOT signal