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**Memorandum**

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DATE: August 13, 2009

TO: Carrie Wilhelme, Planning

FROM: Jennifer Bohac, Traffic Engineering

SUBJECT: Collision Information for 2009 General Plan amendments

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Below is collision information for the intersections near the proposed General Plan amendments. Information is provided for 2002, 2004, and 2006 is provided from the City of Scottsdale Traffic Volume and Collision Rate Data Reports. The 2008 report is not yet available therefore information for 2008 is provided from the Transportation Department's collision records and traffic counts databases.

The city wide collision rate provides you with a baseline in which to compare each location. This city wide rate is based on the rates at all locations throughout the City. Locations with a collision rate higher than the city wide rate are higher than average. Locations with a collision rate lower than the city wide rate are lower than average.

**1-GP-2009**

6442 – 6502 E. Camelback Road (in between 64<sup>th</sup> and 66<sup>th</sup> Street)

Location	Year	Volume	No. of Collisions	Collision Rate	City Wide Col. Rate
Camelback Rd Segment – 64 <sup>th</sup> St to 68 <sup>th</sup> St					
	2002	36,300	8	1.24	1.49
	2004	31,700	5	0.86	1.84
	2006	33,500	10	1.64	1.87
	2008*	31,400	3	0.52	N/A
Camelback Rd/64 <sup>th</sup> St Intersection					
	2002	50,100	5	0.27	0.54
	2004	37,500	5	0.37	0.66
	2006	39,500	2	0.14	0.64
	2008*	40,700	3	0.20	N/A
Camelback Rd/68 <sup>th</sup> St Intersection					
	2002	47,600	13	0.75	0.54
	2004	42,500	15	0.97	0.66
	2006	44,400	15	0.93	0.64
	2008*	37,300	13	0.95	N/A

\*All information from the published City of Scottsdale Traffic Volume and Collision Rate Data Reports except 2008 data which is from the Transportation Department's collision records and traffic counts databases

A review of the 2008 data showed that the collisions on Camelback in between the intersections of 64<sup>th</sup> Street and 68<sup>th</sup> Street in this area are primarily rear end collisions, approaching the 68<sup>th</sup> Street intersection. At the intersections, the collisions are primarily angle or left turn related collisions.

From the data it can be seen that the segment of Camelback Road from 64<sup>th</sup> Street to 68<sup>th</sup> Street has lower collision rates than the city wide collision rate. The intersection of Camelback Rd/64<sup>th</sup> Street has lower collision rates than the city wide collision rates, whereas, the intersection of Camelback Rd/68<sup>th</sup> Street has that are approximately 50% higher than the city wide average.

## 2-GP-2009

7171 East Lone Mountain Road

Location	Year	Volume	No. of Collisions	Collision Rate	City Wide Rate
Scottsdale Rd/Lone Mountain Intersection					
	2002	29,800	2	0.18	0.54
	2004	26,000	7	0.74	0.66
	2006	32,200	6	0.51	0.64
	2008*	28,300	5	0.48	N/A

\*All information from the published City of Scottsdale Traffic Volume and Collision Rate Data Reports except 2008 data which is from the Transportation Department's collision records and traffic counts databases

A review of the 2008 data showed that the collisions at the intersection are primarily angle or left turn related collisions with northbound and eastbound or westbound vehicles.

From the data it can be seen that on average the intersection of Lone Mountain/Scottsdale Road has a lower intersection collision rate than the overall city wide rate.

## 3-GP-2009

8738 E. Dynamite Boulevard

Location	Year	Volume	No. of Collisions	Collision Rate	City Wide Rate
Pima/Dynamite Intersection					
	2002	30,900	4	0.35	0.54
	2004	30,300	9	0.81	0.66
	2006	33,500	13	1.06	0.64
	2008*	30,300	14	1.27	N/A

\*All information from the published City of Scottsdale Traffic Volume and Collision Rate Data Reports except 2008 data which is from the Transportation Department's collision records and traffic counts databases

A review of the 2008 data showed that the collisions at the intersection are primarily angle, left turn, or rear-end type collisions with southbound and eastbound or westbound vehicles.

From the data it can be seen that on average the intersection of Pima Rd/Dynamite has an intersection collision rate 50% higher than the overall city wide rate and the number of collisions has been increasing over the years.