

Note: Anyone wishing to speak at any Transportation Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

## ASHLAND TRANSPORTATION COMMISSION

August 22, 2013

### AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Civic Center Council Chambers, 1175 E. Main Street
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
  - A. Approval of Minutes
    1. June 27, 2013
- IV. **PUBLIC FORUM**
- V. **ACTION ITEMS**
  - A. N. Mountain Ave (45 min.)
  - B. Downtown Study Advisory Committee (15 min.)
- VI. **NON ACTION ITEMS**
  - A. Audible Pedestrian Signals Update (5 min.)
  - B. Miscellaneous Concrete Project (5 min.)
  - C. Attendance Review (10 min.)
  - D. Oak St. Rail Crossing Improvement (5 min.)
  - E. Bollards (5 min.)
- VII. **FOLLOW UP ITEMS**
  - A. Downtown Study
  - B. Crisping Striping
  - C. Crossing at Senior Center and Ray Lane
- VIII. **INFORMATIONAL ITEMS**
  - A. Action Summary
  - B. Traffic Safety Connection June/July Newsletter
  - C. Traffic Crash Summary
  - D. Road Diet Analysis
- IX. **COMMISSION OPEN DISCUSSION**
- X. **FUTURE AGENDA TOPICS**
  - A. Transportation Safety Public Outreach
  - B. SOU Multi-Modal Future
  - C. Lithia and 3<sup>rd</sup> Intersection Analysis
  - D. Iowa St. 20mph zone
- XI. **ADJOURNMENT:** 8:00 PM

Next Meeting Date: September 26 2013

CITY OF  
**ASHLAND**



**CITY OF  
ASHLAND**  
**Transportation Commission**  
Contact List as of July 2013

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Craig Anderson	Commissioner	541-488-0418	575 Elizabeth Avenue	craig.ashland@gmail.com	4/30/2014
David Chapman	Commissioner	541-488-0152	390 Orchard Street	davidchapman@ashlandhome.net	4/30/2016
VACANT	Commissioner				4/30/2015
Pam Hammond	Commissioner	541-482-1343	642 Vansant Street	hammondpam@yahoo.com	4/30/2014
Shawn Kampmann	Commissioner	541-482-5009	P O Box 459	shawn@polarissurvey.com	4/30/2015
Corinne Viéville	Commissioner 541-488-9300	541-944-9600	805 Glendale Avenue	corinne@mind.net	4/30/2016
David Young	Commissioner	541-488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2015
<b>Non Voting Ex Officio Membership</b>					
Mike Faught	Director of Public Works	541-488-5587	20 E. Main Street	faughtm@ashland.or.us	
Carol Voisin	Council Liaison	541-482-3559	20 E. Main Street	carol@council.ashland.or.us	
Brandon Goldman	Planning Dept	541-488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police Dept	541-552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Fire Dept	541-552-2932	20 E. Main Street	hollings@ashland.or.us	
Honoré Depew	SOU Student Liaison	503-422-6723		honoredepew@gmail.com	
VACANT	Ashland Schools				
Dan Dorrell PE	ODOT	541-774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	541-608-2411	3200 Crater Lake Av 97504	n.broom@rvtd.org	
VACANT	Ashland Parks		20 E. Main Street		
Jenna Stanke	Jackson County Roads	541-774-6231	200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
David Wolske	Airport Commission			david@davidwolske.com	
<b>Staff Support</b>					
Scott Fleury	Engineering Serv Manager	541-488-5347	20 E. Main Street	fleuryS@ashland.or.us	
Karl Johnson	Associate Engineer	541-552-2415	20 E. Main Street	johnsonk@ashland.or.us	
Tami De Mille-Campos	Public Works Assistant	541-552-2427	20 E. Main Street	campost@ashland.or.us	

**ASHLAND TRANSPORTATION COMMISSION  
MINUTES  
JUNE 27, 2013**

These minutes are pending approval by the Transportation Commission.

**CALL TO ORDER:** Chair David Young called the meeting to order at 6:00 p.m. in the Civic Center Council Chambers, 1175 E. Main Street.

**Commissioners Present:** Craig Anderson, David Chapman, Pam Hammond and David Young  
**Absent Members:** Shawn Kampmann and Corinne Viéville  
**Ex officio Present:** Steve MacLennan  
**Staff Present:** Mike Faight, Scott Fleury and Jodi Vizzini  
**Council Liaison:** Carol Voisin

**ANNOUNCEMENTS**

No announcements were presented.

**CONSENT AGENDA**

- A. Approval of Minutes  
1. May 23, 2013

The minutes of May 23, 2013 were approved as corrected.

**PUBLIC FORUM**

No one came forward to speak.

**ACTION ITEMS**

**A. Bollards  
Staff Report**

Scott Fleury briefly outlined the bollard information provided in the commission packet. He added that the City's Risk Management was researching liability issues associated with removing the bollards. He concluded that staff was recommending the removal of bollards at the locations of discussion, pending the final report from Risk Management.

**Commission Discussion**

- Commissioners discussed problematic areas around the city where vehicles have entered the bike path.
- Commissioners reviewed configuration options as illustrated on pp. 7-15 and 7-16 and advanced warning options such as striping and signage.
- Areas of concern with bollards were riders traveling in a line causing impaired sight distance for the back riders, visibility at night and hazardous conditions for wide vehicles such as bike trailers.
- Commissioners and staff discussed what constitutes a motor vehicle, e.g. gas powered scooters, electric scooters and bikes.

Mr. Fleury explained the reasoning behind the placement of bollards on the Bear Creek Greenway bike path as explained to him by Jenna Stanke of Jackson County. She shared the placement is looked at on a case-by-case basis depending on the potential for cars to enter at each location. Officer Steve MacLennan shared the difficulty of getting emergency vehicles on the path when bollards are in place.

**Commissioners Anderson/Chapman m/s to remove bollards at the Mountain Ave., E. Main, Wightman St., Walker Ave., and Tolman Creek Rd. locations included in the commission packet pending approval from Risk Management. Voice vote: all AYES. Motion passed.**

## **B. Dust/Slow Sign**

### **Staff Report**

Mr. Fleury called attention to a letter received by David Qotsaisaw requesting installation of "Slow" and "Dust" signs in the alley between Ohio and Hersey Streets. He explained that staff recommended Mr. Qotsaisaw and neighbors apply a dust suppressant as an alternative to signage. Mr. Qotsaisaw felt that option would not be financially feasible. Mr. Fleury clarified that staff does not conduct traffic studies on alleys and that he did a site visit and concluded that cars can easily drive 15-20 mph at this location. He added that most traffic on this alley is generated from residents; not tourists. He explained there are 17 tax lots adjacent to the alley and that many residents have garage access and park their vehicles along the alley.

### **Commission Discussion**

- Commissioners discussed several alternate solutions to the requested signage.
- Commissioners shared their personal experience with treating a street with dust suppressant and the cost associated with the treatment was roughly \$75 - \$100 per homeowner.
- Staff shared how homeowners have organized dust suppressant projects on other streets.
- Staff discussed the possibility of chip sealing various gravel roads and alleys in the City with future CMAQ grant funds.

The Commission did not make a motion on this action item. It was determined that staff will follow-up with Mr. Qotsaisaw and recommend that he organize a dust suppressant plan with neighbors while encouraging them to drive slowly. A suggestion was made to include the City's policy to not install signage unless a street meets certain speed/volume criteria.

## **NON ACTION ITEMS**

### **A. Audible Pedestrian Signals Update**

Mr. Fleury provided an update on the newly installed audible pedestrian signal buttons. He added that more buttons will be ordered with the remaining grant funds. He shared the diagonal crosswalk and signal installation at Indiana/Wightman is scheduled for July 9.

A suggestion was made for staff to monitor the crosswalk since it was designed by City staff. Staff agreed this was a good idea.

### **A. Miscellaneous Concrete Project**

#### **Staff Report**

Mr. Fleury briefly outlined the concrete work that has begun on C Street. He explained that contractors will be working on miscellaneous projects on B and C Streets and Francis Lane over the next couple of months replacing handicap ramps and connecting sidewalks. He listed other miscellaneous areas that will benefit from the concrete project.

Mr. Fleury gave an update on information he received about the Oak Street rail crossing. He explained the project is back online which will result in sidewalk construction from Ashland Lumber Company to Plexis Healthcare Systems and installation of cross gates. He stated RailCorp expects to have trains running through in 2015.

*Councilor Voisin arrived at 6:50.*

## **FOLLOW UP ITEMS**

### **A. Plaza Walk**

#### **Staff Report**

Mike Faught briefly described his recent walk of the Plaza with Commissioner Viéville and an instructor for the blind. They determined the crosswalks were sufficient for the blind community but needed to address those who travel by mobility scooters.

Mr. Faught shared the Council agreed to follow the Transportation Commission's recommendation to add yellow paint on the curb around Plaza. He added the paint has already been applied.

### **B. Rapid Flashing Beacon Homing Sound**

Mr. Fleury gave an update on the rapid flashing beacon (RFB) homing sound feature which he reported had been added to the existing RFBs and were currently working. He provided information about the plan to install an RFB on Siskiyou near the high school.

### **C. Downtown Study Update**

Mr. Faught provided an update on the progress of the Downtown Study. He shared that Council allocated \$35,000 for the study which will be conducted by the University of Oregon. He added he was able to secure a grant with the University of Oregon to cover the difference of the total cost which is \$50,000.

### **Commissioner Discussion**

The process of the study was discussed. It was determined that representation from both the Transportation and Planning Commissions should be involved in the process along with a Council liaison. Commissioners were in favor of forming a downtown study subcommittee. A suggestion was made to have a well-defined goal for the study. A comment was made on the importance of having good representation from stakeholders in the downtown area. Mr. Faught outlined the top objectives of the study which will be parking, truck delivery, and multi-modal circulation.

### **D. Hersey St. Sidewalk Project**

Mr. Fleury provided an update on the progress of the project. He stated that Council approved the intergovernmental agreement and added the project will take about two years from beginning procedures to finish.

### **INFORMATIONAL ITEMS**

#### **A. Action Summary**

Did not review. Informational items only.

#### **B. Traffic Crash Summary**

Officer MacLennan described incidents involving bikes and pedestrians.

#### **C. Road Diet Analysis**

Mr. Faught gave an overview of the current analysis. He shared information on an upcoming survey that will be available on the Open City Hall area of the City's website. He explained that staff is also working with Southern Oregon University on a survey that will be mailed to randomly selected residents in the fall. He added this data, along with the traffic engineer's data, will be provided to Council as part of the criteria for their decision to keep the road diet in place or convert N. Main St. back to its previous configuration. Commission and staff discussed how to present data to the City Council.

Other topics of discussion included the relocation of the Stone Medical driveway and available vehicle crash data on N. Main St. Officer MacLennan shared there has been a change in collision reporting criteria which makes it difficult to track the number of vehicle incidents. He offered to research the data over the past year and provide this information to the Commission.

### **COMMISSION OPEN DISCUSSION**

A concern was presented on a visibility issue at the intersection of Orange Ave. and Helman St. Staff replied they will conduct a site visit and look into a solution.

A request was made to restripe Crispin St. Staff replied City crews are currently working on striping projects throughout the City.

A question was asked about the regulation on parking wide trailers on neighborhood streets. Officer MacLennan replied the ordinance is enforced on a complaint basis.

A comment was made on the difficulty of crossing near the Senior Center at Homes Ave. and Ray Lane.

A comment was made about the drain issue at the Mountain Ave. railroad crossing. Staff replied it will be fixed

during the Matisse Cottage development.

Staff presented the topic of education opportunities for motorists, bicyclists and pedestrians.

Officer MacLennan requested the Commission look at the section on Iowa St. between Wightman St. and Walker Ave. and consider reducing the speed to 20 mph at all times due to heavy congestion and narrow roadway. Staff replied it will be a future agenda item.

Commission and staff discussed the process when a request is made for traffic calming measures. Suggestions were made to streamline the process.

A suggestion was made for the City to work with Southern Oregon University on a bike program which could improve the Bicycle Friendly Community status in the future. It was suggested that a good idea might be spreading out and working on a Bicycle Friendly Jackson County.

**ADJOURNMENT**

Meeting adjourned at 8:00 p.m.

*Respectfully submitted,  
Jodi Vizzini, Administrative Assistant*

ELLINOR GOTTESMANN

769 NORTH MOUNTAIN AVENUE  
ASHLAND OR 97520

TEL: 541-552-1333  
FAX: 541-552-1337  
EMAIL: CHKRDZEBRA@GMAIL.COM

May 13, 2013

Public Works  
Attention: Scott Fleury  
Engineering Services Manager  
20 East Main Street  
Ashland, Oregon 97520

SUBJECT: Increasing Traffic Concerns on North Mountain Avenue

Dear Mr. Fleury:

More than ten years ago, my husband and I joined the Mountain Meadows community and moved into a house we had built. Mountain Meadows is a retirement community with the majority of residents averaging in age of 70 to 80.

People who are of this age range usually keep different hours for their consistent tasks. Many walk very early in the morning; however, any time of the day elderly residents walking together, walking their pets, or driving their scooters throughout the community is a common sight.

Additionally, many residents who own their own homes go daily to the Clubhouse for a variety of activities, exercise, therapy, social events, and to perhaps have a meal. These activities should not be so perilous as to deter this community from enjoying the benefits which enticed them into joining in the first place.

Almost immediately after settling in, I wrote the City of Ashland and expressed trepidation regarding pedestrian safety within our community. Today, my unease about the current growth in both vehicle and pedestrian traffic finds me, once again, writing to appeal that a reasonable and realistic look at this precarious situation be made a priority.

What has been happening on this street is a combination of surrounding growth, including an expansion of 'off-the-beat-and-path' businesses (including a new winery), and the local community knowing that a great deal of downtown traffic can be circumvented by altering their route to include Eagle Mill and North Mountain Avenue.

Whereas the speed limit is posted at 25 miles per hour, the constant traffic up and down this road would indicate that drivers are not adhering to these limits. Also, there are two increasingly dangerous crosswalks which do not have any Stop Signs or Pedestrian Crossing Signs. As the trees grow to make this area more reflective of Ashland's Tree-lined streets, so does the decline in visibility for both drivers and residents.

At the top of the hill, Fair Oaks and North Mountain has a crosswalk in place for community residents to get to the clubhouse. The intersection is becoming less and less visible. Nearing the bottom of the hill, many residents use Mountain Meadows Circle to cross North Mountain to walk through the Nature Park and around the beautiful surroundings.

I am once again requesting the City of Ashland Transportation Commission to take a serious look at placing a Stop sign at each of these intersections to force the drivers to lower their speed and pay better attention. Police presence has been attempted as an option to rectify this situation, but has provided services during times when there is the least amount of danger. It also must be noted that we have many deer in this area which walk freely across the streets. One was actually hit right outside my window. I also very nearly lost my cat to a driver who was not paying attention and did not even stop. My fear is the next accident is going to involve a resident and perhaps someone I call a friend.

As members of Ashland and as community members contributing taxes, we appeal to you to assist in resolving this important matter.

Sincerely,



Ellinor Gottesmann  
Mdf

cc: file



# Memo

CITY OF  
ASHLAND

Date: August 14, 2013  
From: Scott A. Fleury  
To: Transportation Commission  
RE: N. Mountain Ave. Safety Investigation –Pedestrian/Vehicle

## **QUESTION:**

Does the Transportation Commission have any recommendations towards safety improvements to N. Mountain Ave between Hersey St. and the I5 overpass?

## **BACKGROUND:**

Engineering received a request from Ellinor Gottesmann to investigate the N. Mountain corridor for pedestrian and vehicle safety improvements.

This section of N. Mountain Ave has a right of way width of 60 feet. The street itself is a two way section with 10 feet travel lanes, 5 feet bike lanes and 4-5 foot sidewalk throughout most of its length. Starting at Mountain Meadows there is a median planter strip that ends at Fair Oaks. There is parkrow on both sides of the street with tree spacing approximately every 15-20 feet. Currently there are six crosswalks between Hersey and Fair Oaks. Two of the crosswalks do not have access ramps on the east side of the street. There are two t-intersection crossings, one mid-block crossing and three four-way intersection crossings. Reference enclosed photos for visuals breakdown on street section.

A majority of the existing signage in the area is completely covered by the existing tree canopies, reference photos. The City of Ashland maintains the median planter strip while the homeowners association maintains the park row trees and vegetation.

A traffic study was completed by Engineering showing 946 ADT on N. Mountain Ave and 391/280 ADT for each access point from Fair Oaks. The 85<sup>th</sup> percentile speeds for N. Mountain Ave are 24.3 SB and 28.5 NB. Previous counts from Mountain Meadows, Nepenthe, Clinton and Briscoe were used as reference for corridor review (reference enclosed diagrams for breakdown). There have been seven accidents reported within this corridor since 1998.

The Manual on Uniform Traffic Control Devices (MUTCD) has set standards or warrants for the placement of four-way stops. The City has also adopted supplemental warrants for the placement of four-way or all way stops. The City's standards were adopted in 1990 by Resolution No. 90-03. Under that resolution stop signs may be warranted if traffic volumes exceed 1500 and 1000 for the major and minor legs of the intersection or if street grades exceed 15%.

The traffic analysis currently shows no warrants are met for installation of stop signs at any of the locations on Mountain Ave as requested by Mrs. Gottesmann. Visual impairments exist within the corridor adjacent to access ramps due to existing trees planted in the parkrow. The trees planted directly adjacent to access ramps make it difficult to see individuals standing in the ramp ready to cross. In addition the vegetation covers existing pedestrian signs as shown in the photos. The crosswalk striping is also the standard single bar type and the City is transitioning to the continental type, except for the crossing at Fair Oaks, which is continental. There are no “stop here for pedestrian signs” installed at any of the crosswalks.

**CONCLUSION:**

Staff would like to have an open discussion about possible improvements in the corridor including signage, vegetation removal, striping, crosswalk removal or other items the Commission believes would be an asset to improving safety in the corridor.

*Crosswalk at Briscoe looking north*



*Corridor view looking north*



*Crosswalk at Clinton looking north*



*Mid block crossing above Nature Center looking north*



*Corridor view looking north below Mountain Meadows*



*Crosswalks at Mountain Meadows looking north*



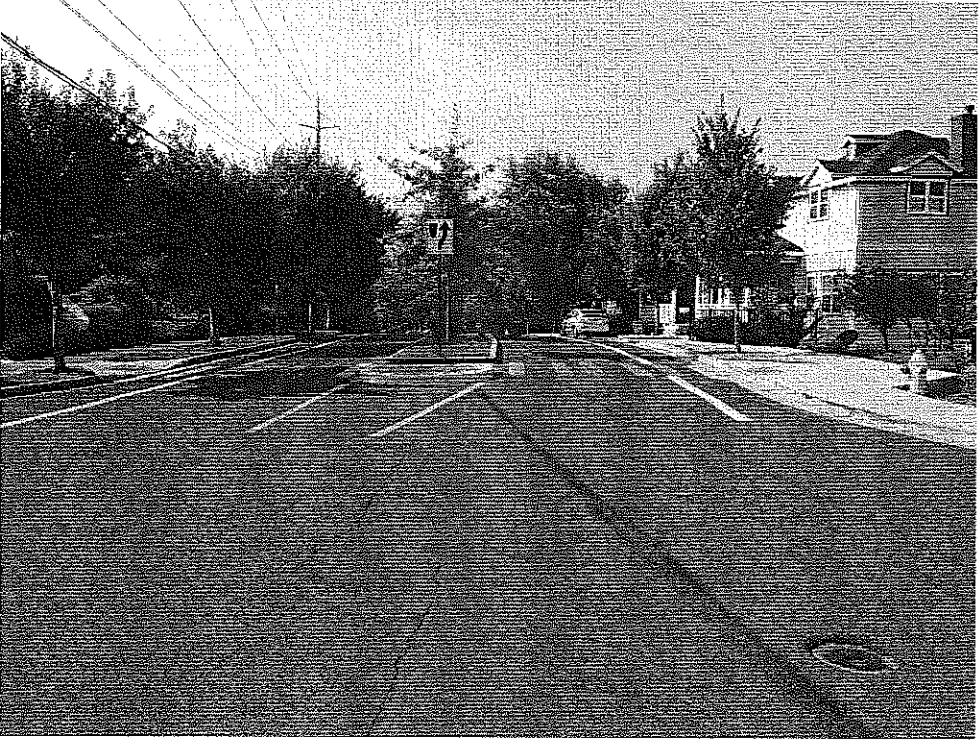
*Corridor view at Mountain Meadows looking north*



*Corridor view at Mountain Meadows looking south (crosswalks)*



*Crosswalk view at Fair Oaks looking south*



*Corridor view looking north towards Fair Oaks crossing*



*Corridor view looking north towards Fair Oaks crossing*



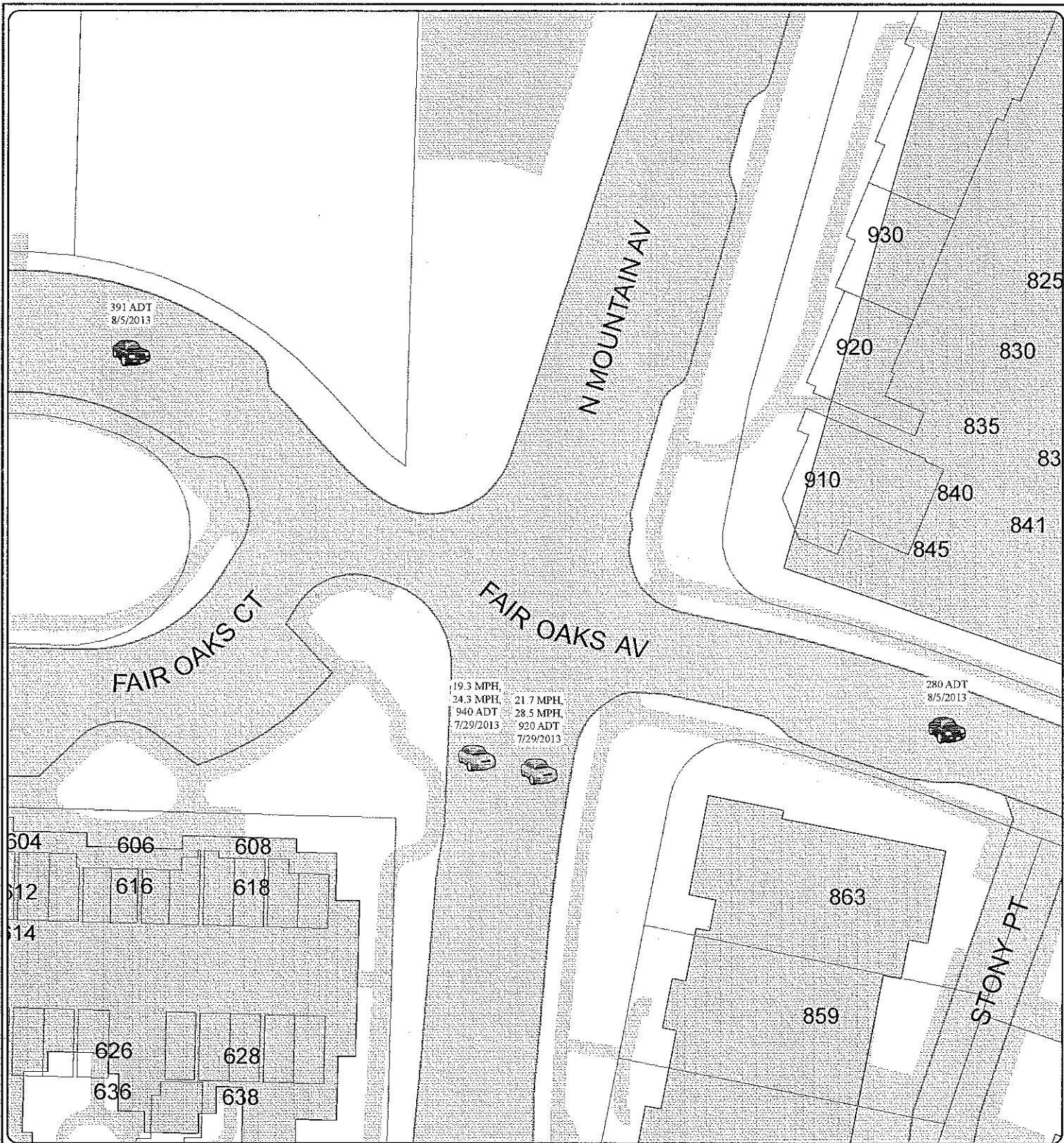
*Crosswalk at Fair Oaks looking north*



*Standing on crosswalk ramp at Fair Oaks looking south*







## Traffic Count Summary

N. Mountain Ave & Fair Oaks  
August 2013

Date: 8/6/2013



1:480  
1 inch = 40 feet

### Legend

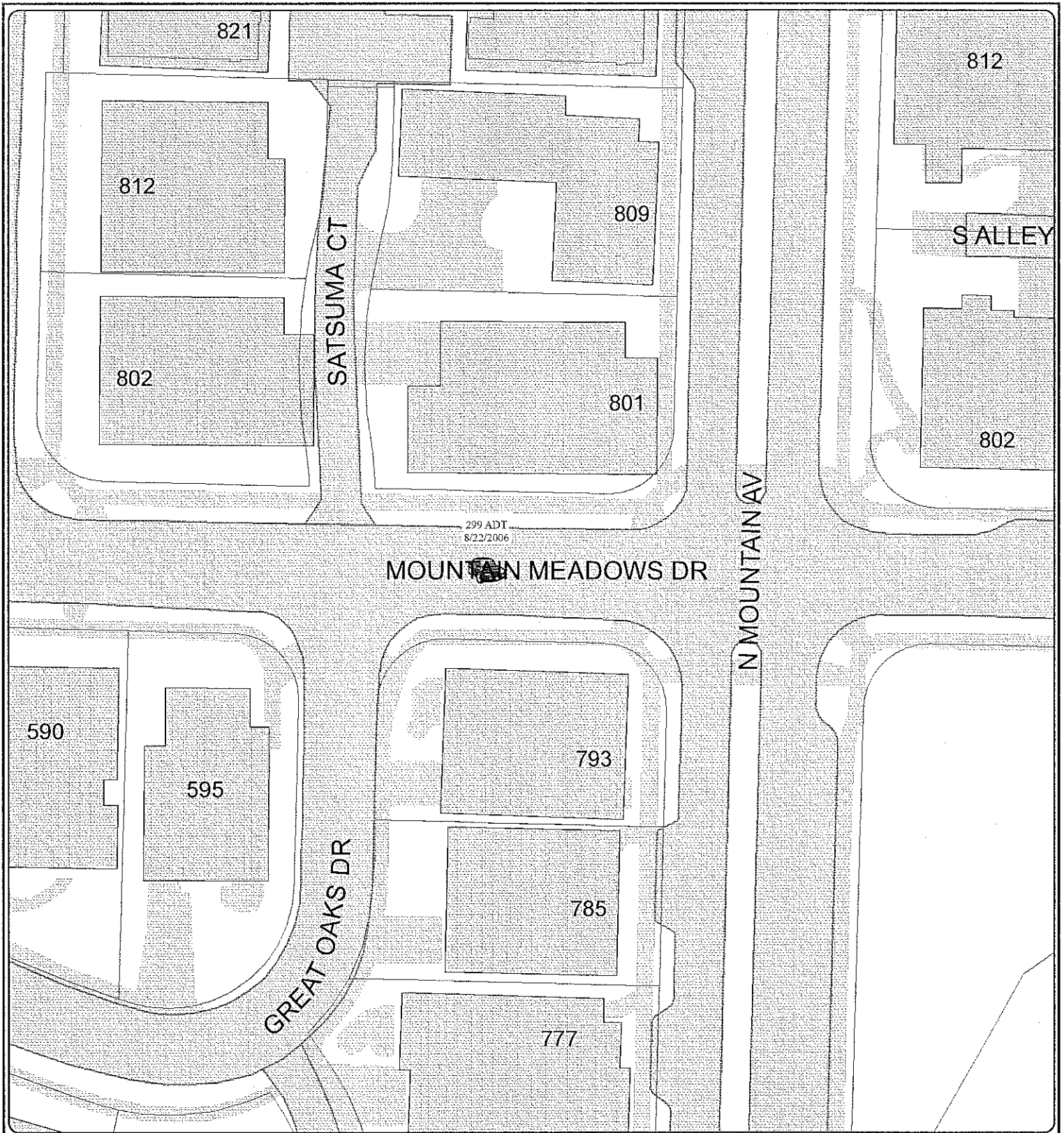
Type



Classifier



Counter





## Traffic Count Summary

Mountain Meadows Drive  
August 2006

Date: 8/14/2013



1:485  
1 inch = 40 feet

Legend	
Type	
	Classifier
	Counter

64 ADT  
6/6/2008

CLINTON ST

593

587

581

569

563

186 ADT  
6/6/2008

BRISCOE PL

N MOUNTAIN AV

620

610

# Traffic Count Summary

Clinton & Briscoe  
June 2008

Date: 8/14/2013



1:486  
1 inch = 41 feet

## Legend

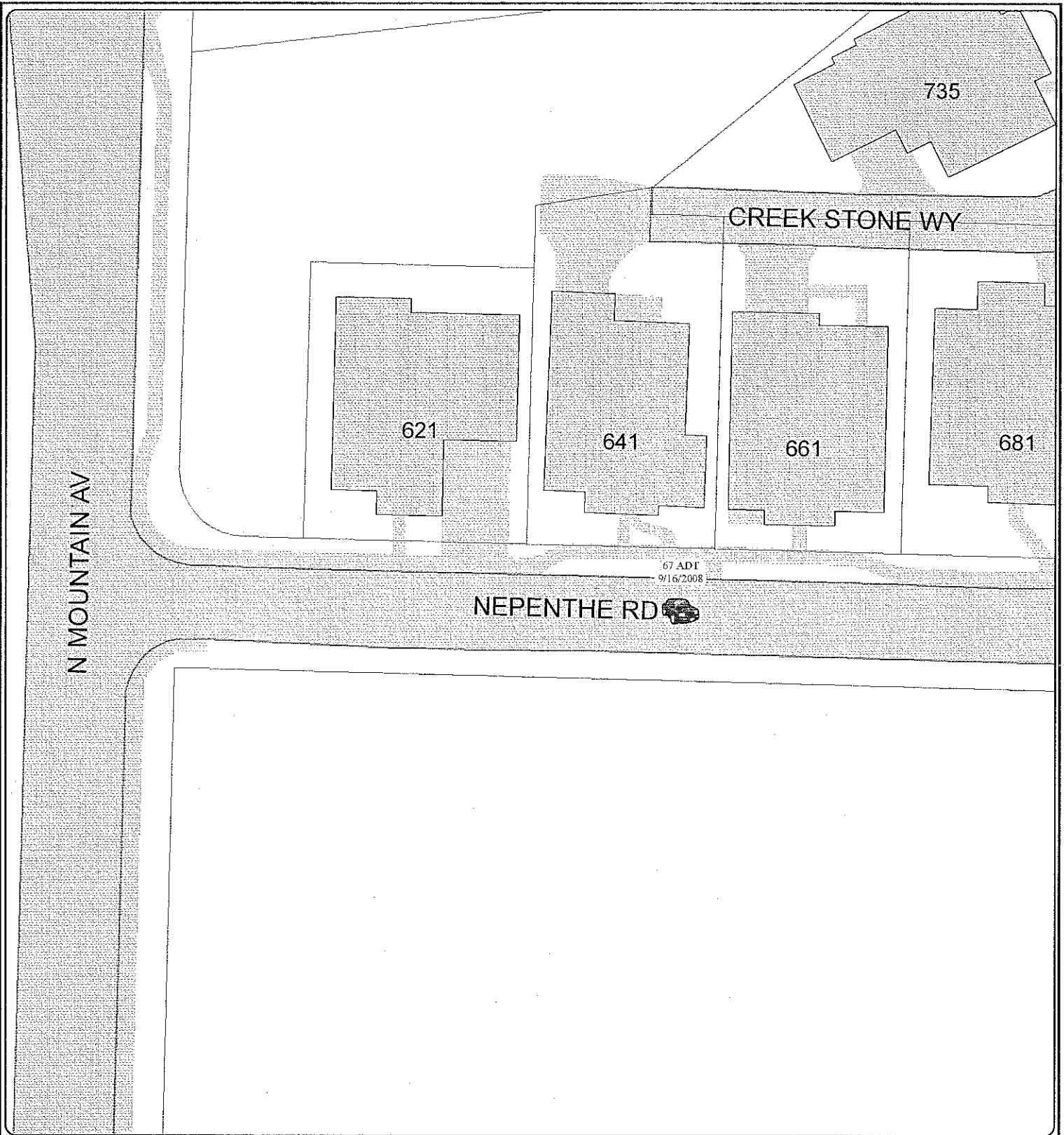
Type



Classifier



Counter





## Traffic Count Summary

Nepenthe Road  
September 2008

Date: 8/14/2013



1:485  
1 inch = 40 feet

Legend	
Type	
	Classifier
	Counter

## Scott Fleury

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**From:** Lea Light [lea.light@ashland.or.us]  
**Sent:** Thursday, August 08, 2013 2:14 PM  
**To:** Scott Fleury  
**Subject:** traffic accidents, N Mtn from Hersey to freeway underpass

Traffic accidents, N Mtn from Hersey to freeway underpass

5/1998 Single vehicle, fixed object crash. non injury. DUII  
9/2002 Single vehicle, crash with a pedestrian. Driver not injured, but ped was injured.  
12/2005 Single vehicle, fixed object. Hit and Run.  
1/2007 2 vehicle rear end crash. Hit and Run.  
6/2007 Single vehicle crash with a bike. Driver not injured, bicyclist was injured.  
3/2009 Single vehicle crash. Mechanical problem. Motorcycle. Injury.  
2/2010 Single vehicle, fixed object crash. Non-injury. No citations.

Lea Light, GIS Analyst  
City of Ashland,  
Public Works Dept.  
Engineering Div.  
20 E Main St, Ashland, Oregon 97520  
(541) 552-2418  
(541) 488-5347  
TTY 800-735-2900  
fax: (541) 488-6006

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2418. Thank you

RESOLUTION 90- 03

A RESOLUTION ADOPTING STANDARDS FOR STOP SIGNS, YIELD SIGNS AND NO PARKING "YELLOW CURB" ZONES.

BE IT RESOLVED BY THE CITY OF ASHLAND AS FOLLOWS:

SECTION 1. STANDARDS should be adopted by the City of Ashland for establishing minimum requirements for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 2. The Traffic Safety Commission has determined reasonable STANDARDS for evaluating the need for stop signs, yield signs and no parking "yellow curb" zones.

SECTION 3. The City Council has determined that the STANDARDS attached as Exhibit A meet the needs of the City of Ashland and hereby adopt those STANDARDS.

SECTION 4. When a request for a stop sign, yield sign or no parking "yellow curb" zone meets STANDARDS, staff will present report and resolution or ordinance to the City Council for approval.

SECTION 5. Any staff decision based on said STANDARDS may be appealed to the Traffic Safety Commission within fifteen days of decision by staff. Any Traffic Safety Commission decision may be appealed to the City Council within fifteen days of decision by Traffic Safety Commission.

The foregoing Resolution was READ and DULY ADOPTED at a regular meeting of the City Council of the City of Ashland, Oregon this

6<sup>th</sup> day of February 1990.

Nan E. Franklin  
Nan E. Franklin  
City Recorder

SIGNED and APPROVED this 8th day of February 1990.

Pat Acklin  
Pat Acklin, Council Chair  
Acting Mayor

## **EXHIBIT A**

### **CITY OF ASHLAND TRAFFIC SAFETY COMMISSION**

### **STANDARDS FOR TRAFFIC CONTROL**

DECEMBER 1989

### **GENERAL STANDARDS**

These STANDARDS do not apply to State or County controlled streets or highways within the City of Ashland city limits.

The term major street refers to the street with the largest volume of vehicles and the term minor street refers to the street with the smaller volume of vehicles, each based on actual 24-hour counts.

A local street is defined as any street not designated as a primary, arterial, secondary arterial or collector street in the Ashland Comprehensive Plan.

The term ADT shall mean average daily traffic as established by an actual traffic count over a minimum period of 24 hours or projected using the Institute of Transportation Engineers Trip Generation Averages.

### **SPECIFIC STANDARDS**

A **yield sign** is warranted if the horizontal angle of the intersecting streets is more than 45 degrees and the ADT is at least 500 vehicles per day on the major street. The yield sign will be placed on the minor street.

A **two-way stop sign** is warranted on intersections between local streets and arterial, secondary arterial or collector streets. The local street will be required to stop at the arterial, secondary arterial or collector street if the ADT on the arterial, secondary arterial or collector street exceeds 1500.

A **two-way stop sign** is warranted at an intersection if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and ADT on the minor street exceeds 500.

At any intersection where the major street has an average vertical grade in excess of 15% at the intersection, the minor street will be required to stop at the major street.

GENERAL STANDARDS - 2

If there is a history of 5 or more recorded accidents at an intersection over a consecutive period of 12 months involving two or more vehicles and the accidents were right or left turn or right angle collisions, a stop sign is warranted. The stop signs will be placed on the minor street.

If the horizontal angle between the intersecting streets is greater than 45 degrees and the ADT exceeds 500 on the major and minor streets, a stop sign is warranted on the minor street.

**A four-way or all-way stop sign** is warranted if one of the following conditions are met or exceeded:

The ADT on the major street exceeds 1500 and the minor street exceeds 1000.

The average grade on the major and minor streets exceed 15% and ADT exceed 500 on the major and minor streets.

**No parking zones** are warranted if one of the following conditions is met:

On a two-way street, if the total curb to curb width is less than 27 feet and the ADT exceeds 500, no parking will be allowed.

On a two-way street, if the total curb to curb width is less than 34 feet and the ADT exceeds 500, parking will be allowed on one side.

**Yellow curbs** may be installed under the following conditions:

At private driveways in residential areas by the abutting property owner. A permit is required and the yellow curb must be installed and maintained by the property owner to the standards of the Public Works Department.

In signed no parking zones if determined by the City to be necessary to augment the no parking signs. The determination, installation and maintenance will be by the City.

At all fire hydrants as required by Oregon State Statutes.

At street intersections where topography limits sight distance as established by the City. The City will determine the need and install and maintain the yellow curb.



# Memo

CITY OF  
ASHLAND

Date: June 30, 2013

To: Transportation Commission

Re: Transportation Commission Attendance Report

Pursuant to AMC 2.10.025, below is the Transportation Commission's attendance record for July through December 2012.

Meeting Date	Meeting Type	Absent
January 24, 2013	Transportation Commission	Shawn Kampmann
February 28, 2013	Transportation Commission	Tom Burnham
March 21, 2013	Transportation Commission	All members present
April 25, 2013	Transportation Commission	Tom Burnham, Corrine Viéville
May 23, 2013	Transportation Commission	Pam Hammond
June 27, 2013	Transportation Commission	Shawn Kampmann, Corinne Viéville

### AMC 2.10.025

*Unless otherwise provided by law, the number of meetings related to business needs of an advisory commission, or boards may be set by the advisory body. All members are expected to attend all regularly scheduled meetings, study sessions and special meetings, when applicable. If a member will be absent from a meeting the member must notify the chair or the staff liaison at least two hours prior to the meeting. Any member who has two or more unexcused absences in a six month period [i.e. January 1– June 30 or July 1 - December 31] shall be considered inactive and the position vacant. Further any member not attending a minimum of two-thirds (2/3) of all scheduled meetings (inclusive of study sessions and special meetings) shall be considered inactive and the position vacant. Attendance shall be reviewed by the commission or board during the regularly scheduled meetings in January and July, with a report sent to the Mayor and City Council advising of the need for appointment or re-appointment, if necessary.*



**Transportation Commission  
Action Summary  
as of July 2013**

Month Year	Item Description	Status	Date Complete
May 23 TC	Bike Path Signage	TR13-08	
May 23 TC	Plaza Parking Prohibition	TR13-09	
February 28 TC	Main St. Parking Restriction	TR13-07	4/13
February 28 TC	Fair Oaks No Parking Restriction	TR13-03	4/13
February 28 TC	East Main Crosswalk Signage	TR 13-04	4/13
October 12 TC	B St. and Eighth St. sight distance	Approved, TR 2012-04	
October 12 TC	B St. and Second crosswalk sight distance	Approved, TR 2012-05	
September 12 TC	B St. and Second sight distance analysis	Staff report complete	
September 12 TC	Lithia/First Intesection Analysis	Traffic Engineer under contract to perform services	
August 12 TC	Centerline marking on Takelma Way	Approved, TR 2012-03	9/12
March 12	Sharrow markings on Maple St.	approved, TR 2012-01	10/12
March 12	Centerline marking on Crispin St.	approved, TR 2012-02	10/12
March 12	Loading zone on Lithia Way	not approved	
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	2/26/12
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	✓
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	3/6/12
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/11
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning. Approved by Council	1/27/12
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	✓
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bolland @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Heiman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vienville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project, bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget permits	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrow	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

# TRAFFIC SAFETY

## Connection

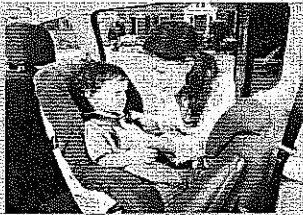


June/July

Connecting Oregon's Community Traffic & Child Passenger Safety Advocates

Volume 11, Number 7

### Saved By The Belt



(Models pictured)

A couple of times each year, Alabama State Farm Agent, Kathy Powell sponsors a car seat check-up event.

Attendance varies so Powell tries different times and techniques to attract a crowd. "You just never know how many people will stop by," Powell said, "and I feel guilty having the local police send over an officer if only a couple of people show up."

The officers always respond by saying if even one life is saved, the event is worth the effort. Recently, Powell learned just how true that statement is.

On March 14, the agency held a lunchtime car seat safety check to attract parents of preschoolers and Mother's Morning Out programs. Five or six parents stopped by to have their child's safety seat inspected.

Holly Wozniak, a new employee of State Farm, herself the mother of a toddler, decided to have her son's seat checked, too. Turns out Cooper's seat was not installed correctly. The officer fixed the seat.

Two days later, Wozniak, her husband, Matt, and 3-year-old Cooper were stopped in a left turn lane when another vehicle plowed into their Pathfinder from behind

Continued on page 3

### Welcome to ACTS Oregon's Newest Staff Members!



**Janelle Lawrence,  
Executive Director**

ACTS Oregon is pleased to announce Janelle Lawrence (formerly Meredith) as our new Executive Director. Some of you may know Janelle from Oregon Impact. The following

interview shares more about our new Executive Director.

*ACTS: Please tell us about your career background.*

JL: I have had the opportunity to work for what is now Comcast for almost 20 years. I have owned my own business with my family for several years. Most recently, I have served as the Executive Director of Oregon Impact. Oregon Impact offers educational experiences to end impaired and distracted driving. We are now in the process of merging ACTS Oregon and Oregon Impact.

I have lived in Clackamas County for most of my life and have enjoyed being a volunteer in schools and the community. I currently serve on the board of the North Clackamas Chamber of Commerce and as Chair of Clackamas County Safe Communities.

*ACTS: What brought you to ACTS Oregon?*

JL: A year or so ago several safety partners and I were talking about what a great service to the community it would be if we could offer a one-stop safety shop of information, training and tools to help all Oregonians reach their destination safely.

The opportunity presented itself to have ACTS Oregon and Oregon Impact work together to solve some of our most important traffic issues. The Board of Directors are dedicated to making the combination of both non-profits the place to turn for education, technical assistance and mentoring for safety issues.

*ACTS: What have you learned since being involved*

*in traffic safety and distracted driving efforts?*

JL: That one bad choice can lead to so much sorrow & pain for so many more people that are involved in a crash. Helping pre-drivers and new drivers realize their limitations while driving, based on what their brain can actually do will save so many lives down the road. Telling our kids to not use their phones or text while driving is great. But having them experience for themselves why they can't do it sends a much stronger message.

*ACTS: What are your some of your current hobbies and pastimes?*

JL: Big readers at my house, and, as my husband is an actor, lots and lots of local theatre.

*ACTS: What can you tell us about your family?*

JL: I have two sons, Anthony and Spencer. Anthony is in the Navy. He and his wife Michelle live in Enumclaw, Washington. They gave me my newest love - my grandbaby Connor - with one on the way! Camden is expected to make his debut in August. Spencer works for a local car dealership and will be getting married in August.



**Yvonne McNeil,  
Community  
Traffic Safety  
Program  
Coordinator**

ACTS Oregon also welcomes Yvonne McNeil, Community Traffic Safety Program Coordinator.

Yvonne has volunteered for many years with organizations including: Clackamas County Peace Officers Benevolent Foundation - "Cruzin' with the Cops" Car shows, Oregon Mortgage Lending Education Board (MLEB), Portland Police Mortgage Fraud Task Force, and the Oregon Association of Mortgage Professionals (OAMP).

Yvonne loves spending time with her family. She has three grown children and has been married for 29 years.

ACTS Oregon looks forward to working with both Janelle and Yvonne!

# ACTS Oregon

## STAFF

Janelle Lawrence  
Executive Director  
Janelle@ACTSOregon.org

Sandy Holt  
Child Passenger Safety Training  
& Certification Program  
Coordinator  
SandyH@ACTSOregon.org

Yvonne McNeil  
Community Traffic Safety  
Program Coordinator  
Yvonne@ACTSOregon.org

Amber Husted  
Administrative Assistant  
Safety@ACTSOregon.org

## BOARD MEMBERS

Jan Robertson, President  
jankrobertson@yahoo.com  
Portland

Therese Madrigal, Vice President  
Bend  
ThereseMadrigal@gmail.com

Robert Tibbetts, Treasurer  
La Grande  
RTibbetts@CityofLaGrande.org

Mike Stupfel, Secretary  
Salem  
Recont652@comcast.net

Kim Curley  
Bend  
Kim@CommuteOptions.org

Mark Davie  
Albany  
Mark.Davie@State.Or.Us

Lucie Drum  
Portland  
Lucie\_Drum@AMR-EMS.com

Tammy Franks  
Portland  
Tfranks@LHS.org

Ben Hoffman  
Portland  
HoffmanB@OHSU.edu

Jason Malloy  
Newport  
J.Malloy@NewportPolice.net

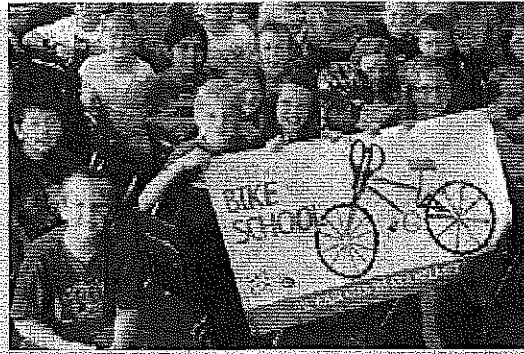
Funded through a grant from ODOT  
Transportation Safety Division.

## Harney County Bike to School Day

May 8th was National Safe Kids Bike to School

Day. A day to educate children about the correct way to ride bikes and walk to school safely.

Harney County Safe Communities was granted a tool kit for this event which included bike helmets to give away to children,



and reflective tags to be worn so drivers can see the children after dark.

Program Coordinator, Kari Nelson, partnered with Burns Police, visiting Slater Elementary students to speak about the importance of bike safety, as well as handing out flyers, reflective laces, glow-in-the-dark bracelets and "Always wear your helmet" bobble heads.

Kari and Burns PD had a ton of fun talking to the kids about their favorite topic: Safety!

## Bike Share Program in Madras

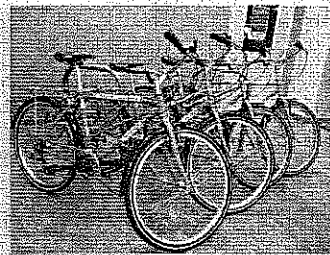
Central Oregon's first bike share program at the Jefferson County School District in Madras began operations in April.

The bike share idea for the District's almost 400 employees was the brainstorm of staff members who had seen larger scale programs across the country.

During the District's vendor evaluation process, they were attracted by Bend Velo's bikes, the J. Livingston bicycle line, which re-purpose old, discarded steel mountain bike frames and breathes new life into them. Part of that process also allows for a degree of affordable customization.

The bike share will only be available to employees of Jefferson County School District and the Jefferson County Education Service District (ESD). Initially, bikes will be available to check out at the schools and offices in Madras.

The vision is that District employees might use the bikes to go to a meeting at another District building or location in the community, run a personal errand during a lunch break, or even check one out to ride home, and ride back to work the next day.

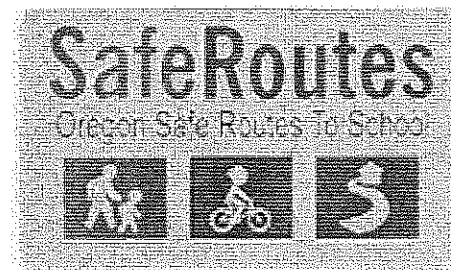


The bike sign-out process will allow evaluation of usage levels and patterns which might lead to redistributing the fleet, and possibly to acquiring additional bikes. School nurse and head varsity volleyball coach, Jamie Smith, feels

the number of bikes lent will largely be dictated by the weather and the busy schedules of school employees.

He says that if the program is successful they might expand the offering to District schools in Metolius, Warm Springs, and other areas.

## Oregon Safe Routes to School Program Applications Open



The Oregon Safe Routes to School Program has opened an application opportunity for non-infrastructure projects for federal year 2014.

This is for education, encouragement and enforcement projects with the goal of increasing walking and biking safely to and from K-8 schools.

Schools and school districts, local agencies in cooperation with schools or school districts, and non-profits in cooperation with schools or school districts are eligible to apply for up to \$50,000 per year, and a project period may be for one, two or three years subject to the availability of federal funds. Every application must be submitted with a completed Oregon SRTS Action Plan. The deadline is July 15, 2013.

Grant application materials may be found at the Oregon Safe Routes to School Program webpage: <http://www.oregon.gov/ODOT/ITS/Pages/saferoutes.aspx>

Information and resources on Safe Routes to School programs can be found for Oregon at: <http://www.oregonsaferoutes.org/resources/grants-2> and for national programs please visit: [www.saferoutesinfo.org](http://www.saferoutesinfo.org)

## CPS Technician Certification Training in Hood River

Thank you, Hood River Fire for hosting Oregon's most recent CPS Certification class. This playful class included 12 students from the Columbia Gorge, nearly doubling the CPS technicians in the area.

**Congratulations to Oregon's newest CPS Technicians:** Theresa Richey - Community Volunteer, Travis Paulsen - Hood River County Sheriff, Jake Ferrer - Hood River Police, Dana Woods, Joel Brown, Erik Wright - Mid Columbia Fire, Maria Aguilar, Nubia Contreas-Villa, Ana Ortega,

Susanna Ramirez, Kelly Tagart, Teresa Vega - OCDC.

**Thank you, instructors for making this class successful:** Cindy Storlie - Lake Oswego Police, Brian Hunzecker - Portland Police, Jeff Oliver, Sandy Holt - ACTS Oregon, and Technician Assistant Elizabeth Stillwell - Class mascot and live demo baby - Scarlet Stillwell - Safe Kids Columbia Gorge.



## Saved By the Belt

*Continued from page 1*

at 50 mph. The man's blood alcohol content was .20. ( In Alabama, .08 is legally intoxicated.) The Pathfinder was totaled. Cooper was not injured. The child safety seat saved his life.

Powell said the family is okay, "but what a scary reminder of how important it is to have car seats properly installed."

## Thank you Ava!



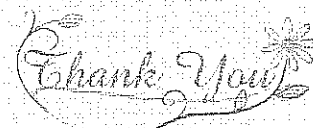
We want to thank Ava Leeper for her 5 years as Finance Manager, and for her efforts and contributions to ACTS Oregon.

Ava's warm smile, delightful humor, and

business savvy will be missed.

Good wishes are welcome. Please send them to [safety@actsoregon.org](mailto:safety@actsoregon.org)

We wish Ava success in her future endeavors.



## Teens' Attitude Toward Impaired Driving is a Concern

*by Stephen Gray Wallace*

Prom and graduation season, the Fourth of July and summer vacation give pause to parents of teenagers everywhere. Why? Because celebration paired with newfound freedom can trigger tragedy on our roads and highways.

Indeed, young people themselves report that these times of year are the most dangerous

when it comes to driving. And alcohol and other drugs are primary reasons.

According to new research from SADD (Students Against Destructive Decisions) and Liberty Mutual Insurance, 23 percent of teens admit to driving under the influence of alcohol, marijuana or other drugs.

With 13 million driving-aged teenagers, according to the U.S. Census Bureau, that means as many as 3 million impaired adolescents may be taking to the road. Ironically, most teens (91 percent) consider themselves to be safe, cautious drivers.

For example, nearly 40 percent claim that alcohol has no impact on their driving. Some even say it helps. And when it comes to operating a motor vehicle under the



influence of marijuana, a whopping 75 percent feel the same way.

Specifically, about one in four teens who have driven under the influence of marijuana (25 percent) or prescription drugs (23 percent) and about one in seven teens who report drinking and driving (14 percent), say they're not distracted "at all" when mixing substance use with driving.

This cavalier attitude

toward driving under the influence is made more somber in light of recent data from the Governors Highway Safety Association which found an alarming 19 percent increase in the number of teen driver deaths (ages 16 and 17) in the first half of 2012.

"The end of the school year and the summer months are exciting times for teens, but they are also the most dangerous," said Dave Melton, a driving safety expert with Liberty Mutual Insurance and managing director of global safety. "A celebratory toast can quickly lead to serious consequences down the line. These new data illustrate that there is clearly a strong need to increase the level of education around risk. More importantly, it's a flag for parents to make sure they talk

to their kids regularly about the importance of safe driving behavior."

His thoughts are echoed by SADD. "Parents play an incredibly important role in communicating expectations to their teen drivers, enforcing consequences for ignoring family driving rules and setting a good example behind the wheel," said Penny Wells, SADD's president and CEO, who points to Liberty Mutual's Parent/Teen Driving Contract and SADD's Contract for Life as effective conversation starters for parents and their teen drivers.

The good news is that more than 90 percent of teens say their school has a program or policy in place to deter illegal behavior, the most common being security guards or police. Additionally, the use of Breathalyzers at school events is up nearly 25 percent.

Yet, while school programs play an important role in keeping teens from engaging in dangerous activities, unsupervised celebrations make parent communication about safe driving more critical than ever.

If teens really believe there are no adverse consequences from driving impaired, we have our work cut out for us ... lest many more families become shattered from injury and death.

Article reprinted courtesy of Portland Tribune: <http://portlandtribune.com/>



## Check Up Events and Fitting Stations

Visit [www.ChildSafetySeat.org/calendar.html](http://www.ChildSafetySeat.org/calendar.html) for updated listings.

Date	City	Location	Address	Time
6/26/13	Bend	Bend Fire	1212 SW Simpson	10 am - 1 pm
6/26/13	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
6/27/13	Eugene	Eugene Fire	1725 W 2nd Ave	5 pm - 7 pm
6/29/13	Tualatin	Tualatin PD	8650 SW Tualatin Rd	9 am - 12 pm
7/3/13	Coos Bay	Coos Bay Fire	450 Elrod Ave	11 am - 1 pm
7/4/13	Redmond	Redmond Fire	341 Dogwood Ave	11 am - 2 pm
7/6/13	Beaverton	Beaverton PD	4755 SW Griffith Dr	9am - 12:30 pm
7/11/13	St. Helens	Emmert Motors GM	2175 Columbia Blvd	11am - 1pm
7/11/13	Ontario	Ontario Fire	444 SW 4th St	4 pm - 6 pm
7/13/13	Hillsboro	Tuality Health Ed Ctr	334 SE 8th Ave/Pk Grg	9 am - 11 am
7/17/13	Redmond	Redmond Fire	341 Dogwood Ave	2 pm - 4 pm
7/18/13	Madras	Jefferson County Fire	765 SE Adams Dr	11am - 1pm
7/20/13	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9 am - 12:30 pm
7/20/13	Clackamas	Kohl's	8500 SE Sunnyside Rd	10 am - 12 pm

## Mayor Acts as Decoy in Portland Crosswalk Sting



By KGW Staff [www.KGW.com](http://www.KGW.com)

Mayor Charlie Hales hit the streets of Portland Thursday morning as a decoy in a crosswalk sting.

Drivers were required to stop at the crosswalk on East Burnside at 16th Avenue when pedestrians are crossing.

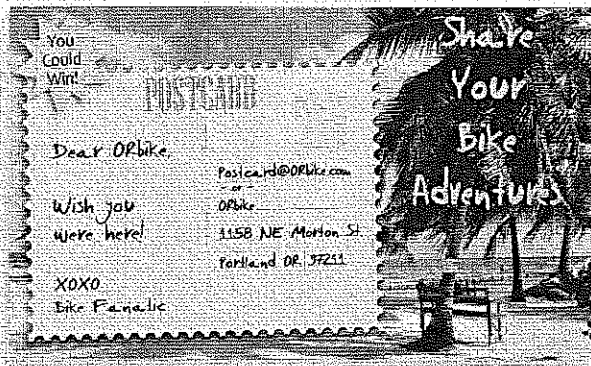
Plenty of drivers didn't stop as a motorcycle officer for the Portland Police Bureau was watching.

"Drivers are not paying attention, but they will today," said community advocate Mary Schwab.

Officers handed out warnings and tickets to drivers who didn't stop.

The sting was intended to raise awareness of the new pedestrian median as part of the city's "Safe Routes to School" program.

## Win Big with OR Bike's Wish You Were Here Postcard Contest



### 1. Travel By Bike

A bicycle is one of the best ways to explore - a tactile way to traverse the landscape free from the confines of a car, open to the intricacies and finer points.

### 2. Send in a Postcard

No matter where your travel adventures, send us a postcard (physical or electronic) and share your adventure.

Tell us where you've been, how it's going, what you're seeing and how your bike is taking you places this summer.

### 3. Win Big Prizes!

A jury of ORbikers will select the grandest adventures and most creative postcards to receive big prizes.

- #1 - A Party Pack to Tour de Lab - September 8
- #2 - A year-long membership to Portland Bike Club

For more information and to enter, visit ORBike's website:

<http://orbike.com/wish-you-were-here/>

## Grant County Safe Communities to Participate in CADCA / NHTSA Project



Grant County Safe Communities has been selected to submit a Letter of Intent to participate in an innovative Community Anti-Drug Coalitions of America (CADCA) project funded by NHTSA.

CADCA will be convening 8-10 coalitions to participate in a Community of Practice (CoP) where coalitions will gain knowledge, increase their capacities, and network with other coalitions to develop and implement evidence-based practices and policies to reduce impaired driving.

Grant County Safe Communities was selected after completing the CADCA Annual Survey of Coalitions indicating that they are addressing both alcohol and drug impaired driving and implementing impaired driving interventions (e.g., ignition interlock, DUI checkpoints). Way to go!

# MOTOR VEHICLE CRASH SUMMARY

MONTH: JULY, 2013

NO. OF ACCIDENTS: 10

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII	CITED	PROP DAM.	HIT/RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	16:33	Mon	W Nevada east of Glendower	2	N	N	N	N	Y	Y	N	N	dv1 did a uturn and struck parked car on side of road. Driver cited for cellphone use, driving uninsured, and referred to DMV for eval.
1	22:25	Mon	Crowson Rd near Oak Knoll Dr	1	N	N	N	Y	Y	Y	N	N	driver ended up in ditch while trying to make a uturn. Was found to be impaired and cited DUII-Controlled Substance.
3	16:55	Wed	Clay St north of Villard	2	N	N	P	N	N	Y	N	N	dv1 sideswiped parked car on side of street. No citation.
3	21:00	Wed	Van Ness Av west of Oak St	1	N	N	Y	N	N	Y	N	N	Kickstand of moped dropped, causing vehicle to skid throwing driver. Driver transported due to head and neck injuries. No citation.
5	06:53	Fri	Ashland St east of Tolman Creek Rd	2	N	N	N	N	N	Y	N	N	dv1 merging into traffic sideswiped veh 2 that was headed straight through. Dv1 at fault. No citation.
15	15:14	Mon	Lithia Way at Oak St	2	Y	N	Y	N	Y	Y	N	N	driver motorcycle rearended vehicle that stopped for peds crossing. Cited for following too closely.
18	15:05	Thur	E Main St west of Second	2	N	N	N	N	N	Y	N	N	dv1, parallel parked, opened driver door into traffic causing RVTD bus to strike it bending door backwards. No citation.
19	19:09	Fri	Hargadine St, east of S First	2	N	N	N	N	Y	Y	N	N	dv 1 & 2 attempted to pass on narrow street. Sideswiped each other. Both drivers a fault Citation issued to one driver for expired reg.
25	12:22	Thr	N Main St east of Bush	2	N	N	N	N	N	Y	N	N	dv1 rearended v2 (OSP veh) due to inexperience. No citation. Exchange of info.
27	19:35	Sat	Lithia Way at Oak St	2	Y	N	N	N	Y	Y	N	N	2 drivers were stopped on Lithia Way at Oak waiting for ped to clear intersection. Veh on Oak crossed to north side while cars were waiting. Another veh passed on right in bike lane striking veh crossing Oak. Driver cited for unsafe passing on right and DWS.

# Council Communication

## August 20, 2013, Business Meeting

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### Post Road Diet Assessment/Council Update

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**FROM:**

Michael R. Faught, Public Works Director, Public Works Department, faughtm@ashland.or.us

**SUMMARY**

This report is to provide Council with an update on the status of the North Main road diet project that was approved by Council on August 2, 2012. It includes a summary of the criteria used for measuring the road diet's success, a summary of the traffic engineer's evaluation, financial data, and also describes the outreach tools being implemented to encourage public input.

**BACKGROUND AND POLICY IMPLICATIONS:**

Reconfiguring North Main from four-lanes to three-lanes with bike lanes was first considered as a road safety project in 2007 then again in 2009 by HBH Consulting Engineers. HBH Consulting Engineers has previously completed a traffic impact study for the potential closure of the Glenn Street rail crossing and analysis of two intersections on North Main.

Ultimately the final recommendation to implement the road diet as a pilot project developed during the Transportation System Plan (TSP) update process and was then thoroughly vetted by the Transportation Commission. The pilot road diet project recommendation is consistent with the TSP goal to integrate multimodal transportation with future land use and with the State of Oregon's Transportation Planning Rule that requires that alternative travel modes be given consideration along with automobiles.

Following a Public Hearing at the August 2, 2011 council meeting, the City Council approved the one-year pilot North Main road diet project and directed the restriping to occur after the realignment of the Hersey/Wimer/North Main intersection was completed. The Hersey/Wimer/North Main realignment project was completed on October 1, 2012 followed by the completion of the North Main one-year pilot project on October 20, 2013.

The criteria to measure the success of the North Main pilot road diet project are based on the following:

- Reduction of the annual average number and severity of crashes.
- Reduction of the 85<sup>th</sup> Percentile Speed closer to the posted speed limit.
- Increased bicycle and pedestrian volumes.
- Maintaining an average vehicle travel time of 4 minutes and 20 seconds or less from Helman Street to the north end of the project.
- Increased support for keeping the road diet after the trial period.





# CITY OF ASHLAND

In January 2013, Southern Oregon Transportation Engineering LLC was hired to provide an objective traffic engineering evaluation of the pilot North Main road diet. Data on North Main Street and at key locations within the corridor has been gathered each month in an effort to monitor operations and provide a comparison to pre-road diet conditions. Some of that data is summarized in the following table. A more detailed month to month assessment is provided by the traffic engineer in an attachment.

Activity	Performance Prior To Road Diet	Projected Performance with Road Diet	Actual Performance with Road Diet
Crash Data	120 reported crashes (Oct 2002 – Oct 2012)	Reduction in crashes (within the corridor)	3 reported crashes to date (Nov 2012 – July 2013)
85 <sup>th</sup> Percentile Speed	31 (NB) and 32 (SB) (September 2012)	Reduction in speed closer to 25 mph	July 2013 Data: 29 (NB) and 30 (SB)
Bicycle Volumes	26 (Laurel), 22 (Maple) (September 2012)	Increase in bicyclist volumes	July 2013 Data: 30 (Laurel), 31 (Maple)
Pedestrian Volumes	36 (Laurel), 17 (Maple) (September 2012)	Increase in pedestrian volumes	July 2013 Data: 53 (Laurel), 23 (Maple)
Travel Time (NB)	235.5 seconds (September 2012)	257 seconds (Not To Exceed 260 seconds)	(Jan-July 2013 Average) 226 seconds
Travel Time (SB)	233.5 seconds (September 2012)	241.3 seconds (Not To Exceed 260 seconds)	(Jan-July 2013 Average) 232.4 seconds

It is important to note that most of the previous data was collected in September of 2012, so a true comparison of how the road diet is functioning can be best measured in September of 2013. That being said, from a traffic engineering perspective the road diet is operating better than projected.

Even with the positive results we are finding, there will likely be some minor modifications that staff will be recommending if the council decides to keep the road diet in place. One of the potential modifications would be to provide a turn lane a Bush Street, and one other modification would move the Stone Medical facilities driveway north and extend the three lane configuration south to the new driveway (see attached drawing).

As far as public acceptance of the road diet goes, staff recently solicited public input on the City of Ashland web site using a new Public Forum tool called open city hall. As of August 13, 2013, 39 responses have been logged. In an effort to generate more feedback staff will be placing a large sign (4' by 8') south of the rail road crossing. The Open City Hall feedback forum will be open for comment through October. In addition to the open city hall tool, staff will be engaging SOU's research center to conduct a questionnaire/survey.

### **FISCAL IMPLICATIONS:**

The estimated cost to restripe and sign North Main was \$130,000 (\$30,000 engineering and \$100,000 for the project) and the actual cost was \$187,500 (\$37,000 for engineering and \$150,000 for the project). The ODOT Bike and Pedestrian grant covered all but the \$15,000 for the City match. In addition to the preliminary engineering, post road diet engineering costs (on-going project evaluation of the road diet) is \$17,000.

### **STAFF RECOMMENDATION AND REQUESTED ACTION:**

No action is applicable as this is only an update of the one-year road diet pilot project.



**SUGGESTED MOTION:**

N/A

**ATTACHMENTS:**

1. Traffic Engineer's Report
2. Stone Medical driveway modification drawing



# **SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

112 Monterey Drive - Medford, Or. 97504 – Office 541.608.9923 – Cell 541.941.4148 –Email: Kwkp1@Q.com

August 12, 2013

Mike Faught, Public Works Department  
City of Ashland  
51 Winburn Way  
Ashland, Oregon 97520

RE: Post Road Diet Assessment – January to Present

Southern Oregon Transportation Engineering, LLC was retained by the City of Ashland to perform an on-going assessment of how the road diet on North Main Street is operating since it was implemented in September of 2012. The evaluation criteria, set forth by Kittelson & Associates, included the following measures:

- Improve Safety – Reduce the annual average number and severity of crashes on North Main Street.
- Reduce Vehicle Speeds – Reduce the 85<sup>th</sup> Percentile Speed closer to the posted speed of 25 mph.
- Increase Bicycle and Pedestrian Volumes – An increase in bicycle and pedestrian volumes during the trial period would indicate an element of success at better serving all modes along North Main Street.
- Maintain Acceptable Vehicle Travel Time – Maintain an average vehicle travel time of 4 minutes and 20 seconds or less from Helman Street to the northern city limits.
- Gain Community Support – Achieve an increase in support for keeping the road diet after the trial period.

## **Background**

The City hired Kittelson & Associates in 2012 to establish evaluation criteria for the North Main Street Road Diet pilot project and collect data on North Main Street prior to implementation of the road diet. In late September of 2012, construction began to implement the road diet and it was finished by the end of October of 2012. Volunteers and staff collected monthly pedestrian and bicycle data from October of 2012 to the present date. Southern Oregon Transportation Engineering, LLC was hired by the City in January of 2013 to collect operational data on North Main Street and provide an assessment in October of 2013 regarding the road diet performance over a one-year trial period.

## **Data Collection**

Monthly data collection since January of 2013 includes:

- Side street delays during the PM peak hour (seconds per vehicle)
- Side street queue lengths during the PM peak hour (number of vehicles waiting at any one time)
- Main Street delays and queue lengths during the PM peak hour
- Intersection level of services during the PM peak hour (A-F)
- Available gaps on Main Street for side street traffic during the PM peak hour
- Average travel times during the AM and PM peak hours
- 85<sup>th</sup> percentile speeds
- Average daily traffic (ADT) volumes

Quarterly data collection since January of 2013 includes:

- Side street average daily traffic volumes
- Side street delays during the AM peak hour (seconds per vehicle)
- Side street queue lengths during the AM peak hour (number of vehicles waiting at any one time)

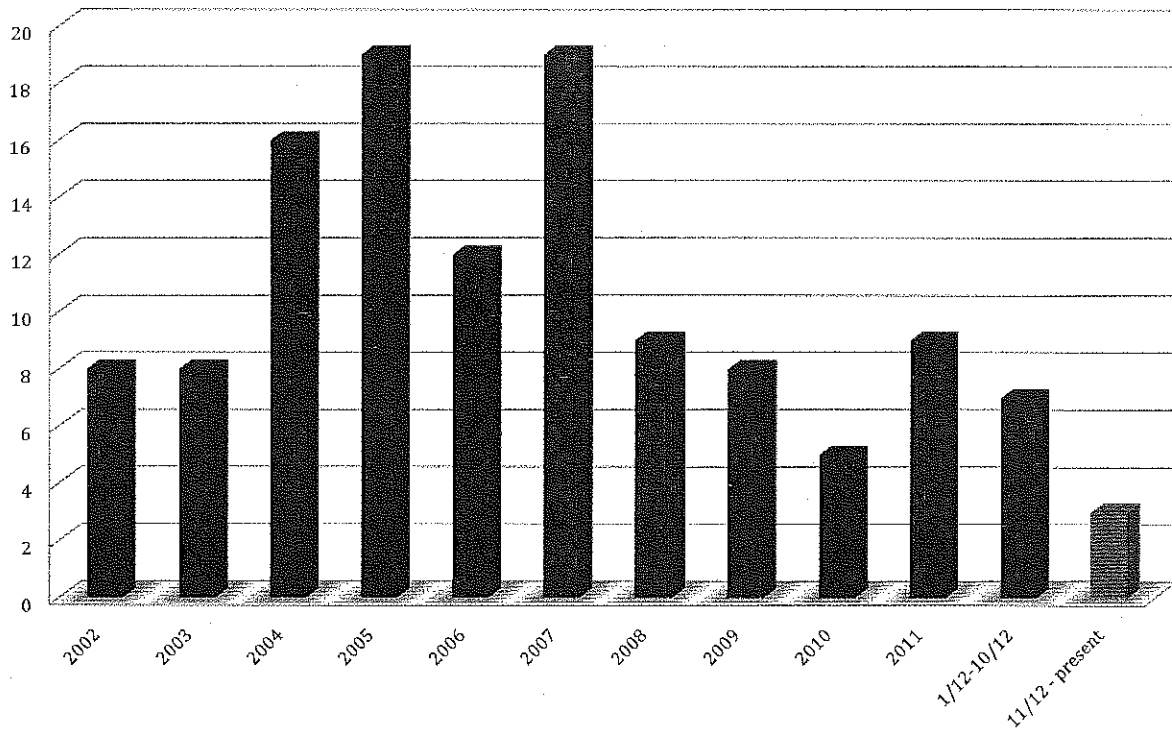
## **Pre vs. Post Road Diet - North Main Street Performance**

- Crash Data – The North Main Street corridor between Schofield Street and Helman Street experienced 120 reported crashes in the most recent 10-year period (2002 to 2012), or an average of 12 crashes per year. A fatality resulted from a collision in June of 2005 between Schofield and Sheridan. The location with the highest occurrence during that 10-year period was shown at the stop-controlled intersection of Wimer/Hersey/Main Street, where there were 39 reported crashes with a maximum of 7 crashes in any one single year.

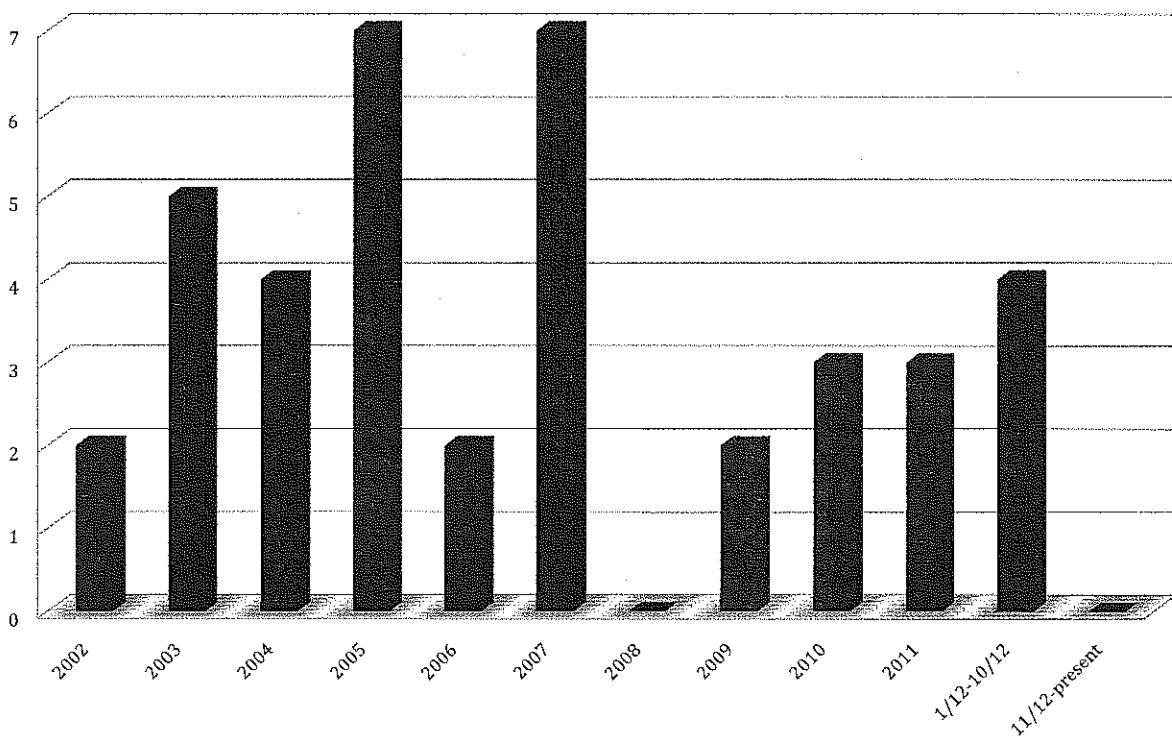
Since October of 2012 there have been 3 reported crashes on North Main Street between Schofield Street and Helman Street. All 3 crashes occurred at the signalized intersection of Maple/Main Street. Two were rear-end collisions and one an angle collision. None of the crashes involved injury.

Comparison graphs show before and after results in the following pages.

### Crashes in Corridor



### Crashes at Hersey/Wimer/Main

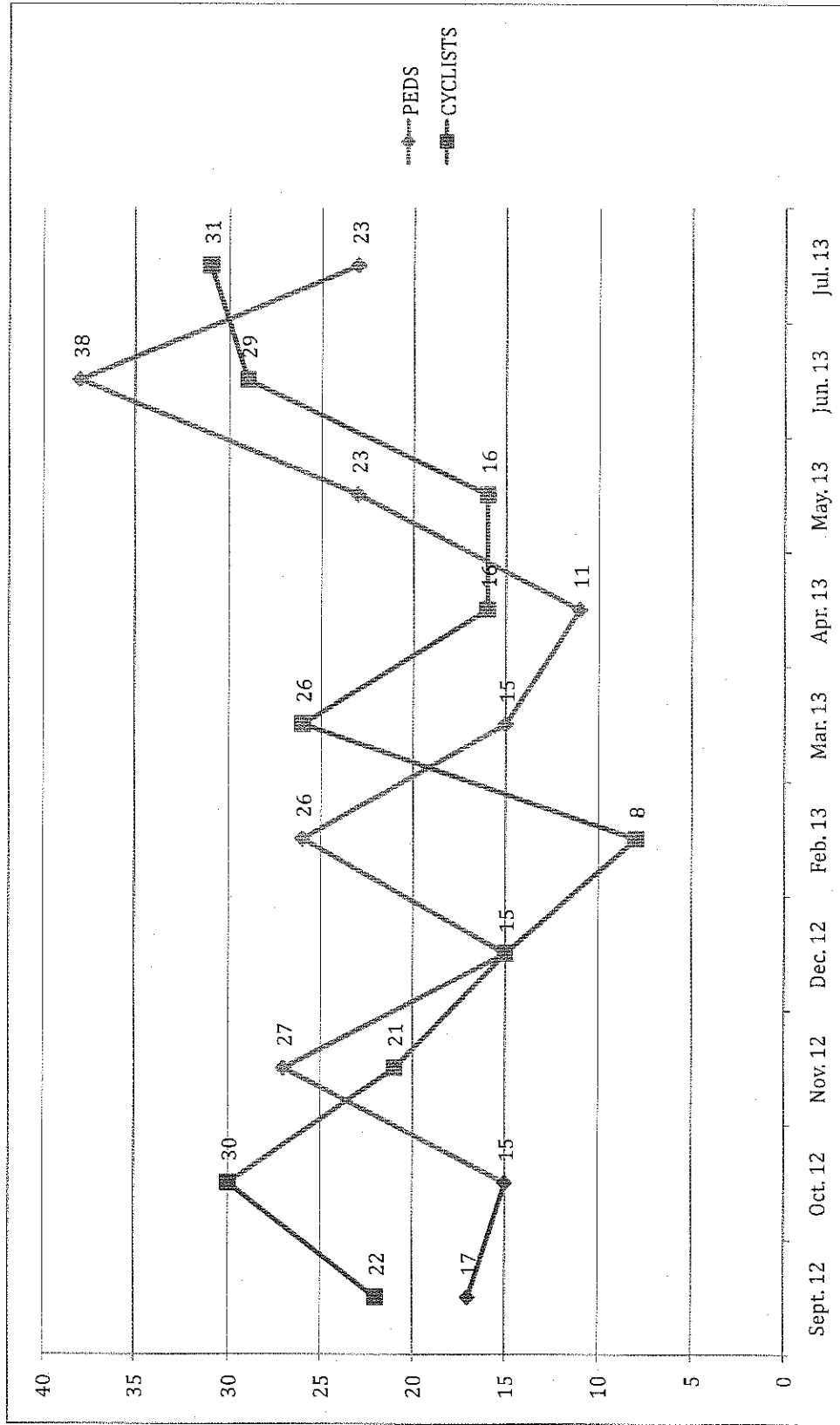


- Pedestrian/Bicycle Activity – One of the motivations for the North Main Street road diet is to make it easier and more attractive for bicyclists and pedestrians to use North Main Street. An increase in these volumes would be an indication of better serving all modes of travel.

Prior to implementation of the road diet, pedestrian and bicyclist volumes were gathered during peak periods at the intersections of Laurel/Main and Maple/Main. There were 36 pedestrians and 26 bicyclists counted during a 2-hour peak period at Main/Laurel and 17 pedestrians and 22 bicyclists at Main/Maple along North Main Street.

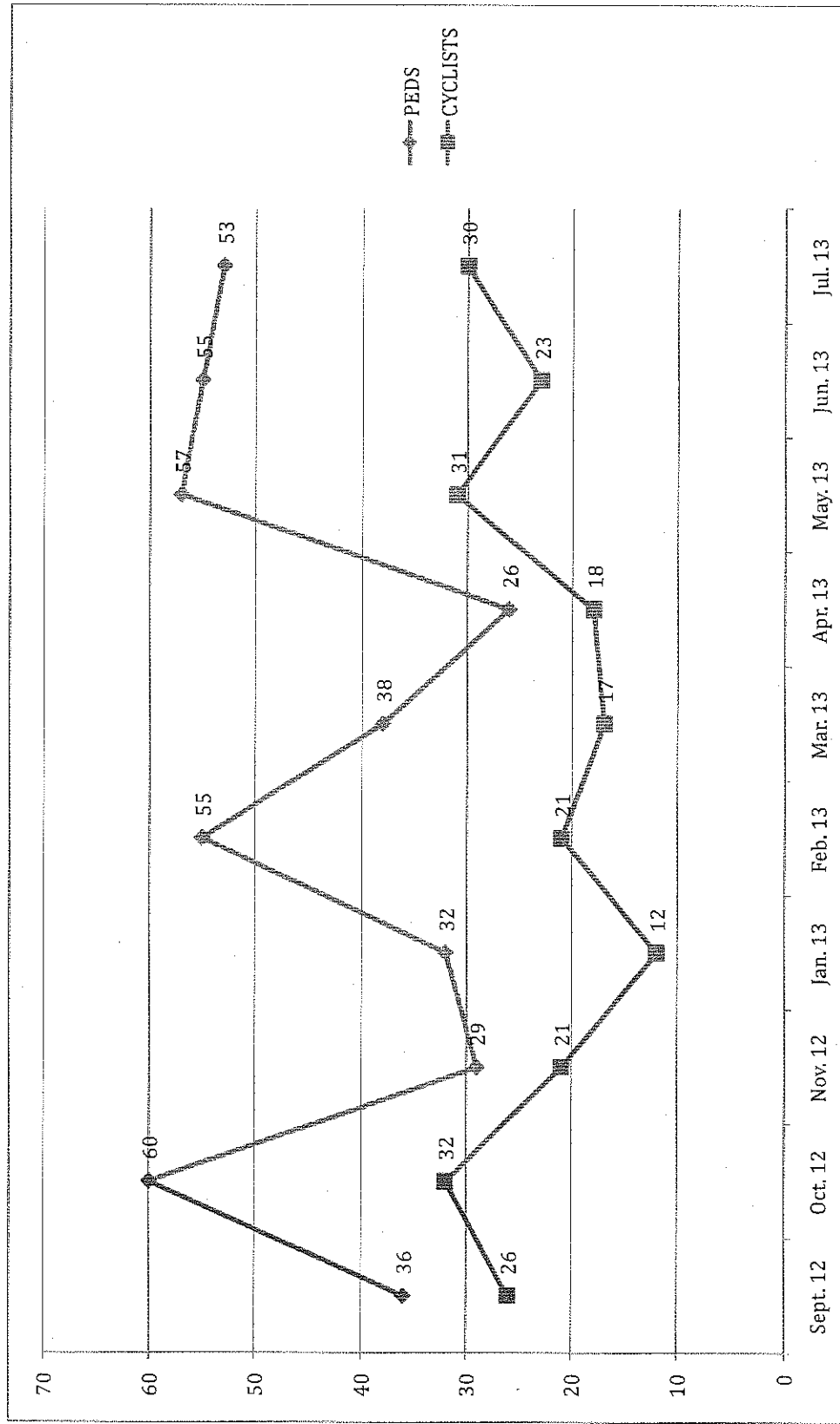
Since implementation of the road diet, pedestrian and bicyclist volumes have fluctuated up and down throughout the trial period, but have shown an overall increase since May. A more accurate comparison will occur when data is collected in September of 2013 since this is the month that data was collected before the road diet was implemented. Volume fluctuations to date are shown in the following graphs.

# # PEDS/CYCLISTS @ Main/Maple





# # PEDS/CYCLISTS @ Main/Laurel



- 85<sup>th</sup> Percentile Speed – Before implementation of the road diet, the 85<sup>th</sup> percentile speed on North Main Street was measured to be 31 miles per hour (mph) northbound and 32 mph southbound at a location just north of Coolidge Street. Since January of 2013 the 85<sup>th</sup> percentile speed has been measured each month at the same location for comparison purposes and has decreased slightly to date. The 85<sup>th</sup> percentile speed in June was measured to be 29 mph northbound and 30 mph southbound.
- Corridor Travel Times – Travel times were measured along North Main Street between Valley View Road-Maple Street and Maple Street-Helman Street in both directions before implementation of the road diet. Travel times have continued to be measured each month since January of 2013 for comparison purposes. Results are provided in Table 1.

<b>Table 1 – Travel Time Comparisons – North Main Street</b>				
<b>Segment</b>	<b>Length (Miles)</b>	<b>Travel Times (Seconds)</b>		
		<b>Existing without Road Diet</b>	<b>Proposed with Road Diet</b>	<b>Actual with Road Diet (to date)</b>
Helman Street to Maple Street (NB)	0.58	90.3	111.8	85.6
Maple Street to Valley View Road (NB)	1.41	145.2	145.2	140.4
	<b>Total Travel Time (NB)</b>	<b>235.5</b>	<b>257.0</b>	<b>226.0</b>
Valley View Road to Maple Street (SB)	1.41	144.2	150.0	142.3
Maple Street to Helman Street (SB)	0.58	89.3	91.3	90.1
	<b>Total Travel Time (SB)</b>	<b>233.5</b>	<b>241.3</b>	<b>232.4</b>

As can be seen in Table 1, travel times along North Main Street have remained fairly unchanged since implementation of the road diet. More detailed information is provided in a data summary sheet at the end of this report, which shows travel times for each month from January of 2013 to date. A more accurate comparison will occur when travel times are measured in September of 2013 and compared to September of 2012 travel times taken prior to implementation of the road diet.

- Intersection Level of Service – Traffic operations were evaluated at key intersections along North Main Street before implementation of the road diet and estimated for post-road diet conditions. Intersection operations have been evaluated each month since January of 2013 at the most critical intersection (Wimer/Hersey/Main) and in August of 2013 at all other intersections for comparison purposes. The worst operations to date were reported in Tables 2 and 3, and compared to what was reported for pre-road diet conditions and proposed road diet conditions.

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
North Main Street SB/NB	LOS (A-F)	B	C	B
	Speed (mph)	30.4	27.9	31.2
	Travel Time (sec)	235.5	257.0	229.2

Intersection	Measure	Traffic Operations		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
Maple Street/North Main Street	LOS	A	B	B
	V/C	0.58	0.89	0.77
	Delay (sec/veh)	7.8	19.3	17.3
Glenn Street/Main Street	LOS	B	C	C
	V/C	0.11	0.20	0.14
	Delay (sec/veh) From Glenn-WB	14.8	24.5	18.7
Hersey/Wimer/Main Street	LOS	<i>F</i>	<i>E</i>	D
	V/C	1.25	0.63	0.43
	Delay (sec/veh) From Wimer-EB	282.2	18.0	25.3
Manzanita Street/Main Street	Delay (sec/veh) From Hersey-WB	69.1	43.9	23.1
	LOS	<i>E</i>	D	C
	V/C	0.25	0.16	0.14
Laurel Street/Main Street	Delay (sec/veh) From Manzanita-EB	41.0	26.7	16.6
	LOS	A	A	A
	V/C	0.45	0.70	0.56
	Delay (sec/veh)	4.9	7.5	5.2

Note: Bold, italic results reflects operations that exceed performance standards

As can be seen in Tables 2 and 3, arterial and intersection operations have improved to date since implementation of the road diet. Actual intersection operations have been better than estimated by Kittelson & Associates in their June of 2011 memorandum.

- Corridor Queuing – Queuing is the stacking up of vehicles for a given lane movement. Queue lengths are reported as the average, maximum, or 95<sup>th</sup> percentile queue length to the nearest 25-foot increment. Each 25-foot increment represents a single vehicle.

95<sup>th</sup> percentile queue lengths were measured at key intersections prior to the road diet and estimated for post-road diet conditions. Average and maximum queue lengths have been measured each month since January of 2013 at the most critical intersection (Wimer/Hersey/Main) and in August of 2013 at all other intersections. The worst queue lengths to date were reported in Table 4 and compared to pre-road diet conditions and proposed road diet conditions.

Intersection	Movement	Queue Lengths (Feet)		
		Existing without Road Diet	Proposed with Road Diet	Actual with Road Diet (to date)
Maple Street/North Main Street	NBT	175	525	400
	SBT	175	550	475
	EB	NA	225	175
	WB	NA	50	50
Glenn Street/Main Street	NBL	50	0	0
	SBL	125	150	50
	EB	25	50	25
	WB	75	250	75
Hersey/Wimer/Main Street	NBL	100	50	50
	SBL	125	100	75
	EB	200	225	75
	WB	125	175	125
Manzanita Street/Main Street	NBL	25	75	25
	SBTR	50	225	25
	EB	200	75	50
	WB	100	100	50
Laurel Street/Main Street	NB	150	325	250
	SB	125	150	150
	EB	75	100	75
	WB	75	50	50

- Proposed design changes – Effort continues to be made to improve the road diet and make it more efficient. A design change is being considered at the intersection of Bush Street/Main Street to transition the road diet cross section further to the south so that a northbound left turn pocket can be added at Bush Street. Other considerations include replacing exclusive left turn pockets with center two-way-left-turn-lanes, re-aligning driveways to avoid conflicting left turn movements, and improving sight distance at intersections to increase visibility for side street traffic.

In summary, data collected to date includes:

- Corridor Travel Times
- Side Street Delay
- Main Street Delay
- Intersection Capacity and Level of Service
- Corridor Level of Service
- Corridor 85<sup>th</sup> Percentile Speeds
- Intersection Queuing and Blocking
- Main Street Available Gaps
- Pedestrian Volumes
- Bicyclist Volumes
- Main Street Peak Hour and Average Daily Traffic Volumes
- Side Street Peak Hour and Average Daily Traffic Volumes

Additional considerations to date include:

- Design Modifications
- Intersection Sight Distances
- Citizen Requests

A summary of corridor travel times, side street and Main Street delays, and available gaps is provided on the following page.

## Pre/Post Road Diet - Data Summary 2013

	Pre	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct
<b>Segment</b>	<b>Travel Time - Southbound</b>										
Valley View - Maple Street (min)	2:18	2:18	2:20	2:20	2:21	2:34	2:25	2:18			
Valley View - Maple Street (MPH)	37	37	36	36	36	33	35	37			
Maple Street - Helman Street (min)	1:32	1:28	1:27	1:30	1:32	1:33	1:29	1:32			
Maple Street - Helman Street (MPH)	23	24	24	23	23	22	24	23			
<b>Segment</b>	<b>Travel Time - Northbound</b>										
Valley View - Maple Street (min)	2:27	2:12	2:19	2:22	2:20	2:22	2:24	2:24			
Valley View - Maple Street (MPH)	35	38	36	36	36	36	35	35			
Maple Street - Helman Street (min)	1:22	1:26	1:28	1:23	1:25	1:23	1:27	1:27			
Maple Street - Helman Street (MPH)	25	24	24	25	25	25	24	24			
	<b>Side Street Stopped Delay</b>										
<b>Wimer Delay</b>		PM	PM	PM	PM	PM	AM	PM	PM		
Avg Stopped Time (sec)		25.18	19.92	21.55	14.98	23.55	19.64	30.14	16.53		
Max Stopped Time (sec)		128	113	194	76	90	161	164	121		
Avg Queue (veh)	1	1	1	1	1	1	1	1	1		
Max Queue (veh)	6	4	3	4	2	4	5	5	4		
<b>Hersey Delay</b>											
<i>Left/Throughs</i>	<i>All</i>										
Avg Stopped Time (sec)		26.69	38.92	25.18	24.85	24.56	14.78	24.91	24.38		
Max Stopped Time (sec)		146	103	65	166	113	39	84	63		
Avg Queue (veh)	1	1	1	1	2	1	1	1	1		
Max Queue (veh)	2	1	2	2	6	1	1	1	1		
<i>Right Turns</i>											
Avg Stopped Time (sec)		15.07	24.15	23.78		22.95	9.11	24.24	12.30		
Max Stopped Time (sec)		124	116	130		96	67	137	63		
Avg Queue (veh)	2	1	2	2		2	1	2	1		
Max Queue (veh)	6	4	5	6		10	2	7	4		
<b>North Main Street Delay</b>											
<i>Northbound Lefts</i>											
Number of Turns (veh)		NA	94	NA	80	83	NA	NA	72		
Avg Stopped Time (sec)		NA	7.81	NA	8.36	8.47	NA	NA	12.63		
Max Stopped Time (sec)		NA	59	NA	138	60	NA	NA	72		
Avg Queue (veh)	1	NA	1	NA	1	1	NA	NA	1		
Max Queue (veh)	3	NA	3	NA	2	1	NA	NA	3		
<i>Southbound Lefts</i>											
Number of Turns (veh)		NA	144	NA	160	158	NA	NA	136		
Avg Stopped Time (sec)		NA	10.69	NA	15.56	9.95	NA	NA	9.29		
Max Stopped Time (sec)		NA	47	NA	91	93	NA	NA	75		
Avg Queue (veh)	2	NA	1	NA	1	1	NA	NA	1		
Max Queue (veh)	7	NA	3	NA	4	3	NA	NA	4		
	<b>North Main Street Gaps at Hersey/Wimer</b>										
<b>Direction</b>		PM	PM	PM	PM	PM	AM	PM	PM		
Southbound		617	553	637	699	558	656	618	634		
Northbound		454	516	533	561	496	827	534	579		
Combined		101	119	150	154	137	326	117	123		

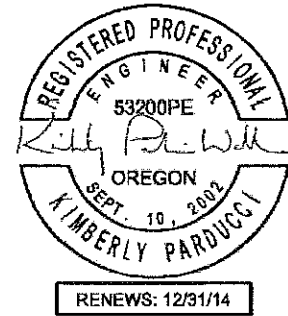
No recommendation is proposed until the fall of 2013 when data has been collected and evaluated for a full one-year trial period. This letter provides a summary of collected data results to date. If you have any questions or concerns with this assessment, please feel free to contact me.

Sincerely,



Kimberly Parducci, PE PTOE  
*SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC*

Attachments: Data Output



*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

Hersey Approach  
Lane 1: Left/Throughs  
Lane 2: Right Turns  
Weather: Sunny, Warm

File Name : Hersey\_SD\_July  
Site Code : 00000004  
Start Date : 7/11/2013  
Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay	
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1	2	3:48:06 PM	3:48:10 PM	4	
1	3	4:02:18 PM	4:03:21 PM	63	
1	4	4:06:41 PM	4:07:30 PM	49	
1	5	4:18:46 PM	4:18:51 PM	5	
1	6	4:27:29 PM	4:27:34 PM	5	
1	7	4:33:34 PM	4:33:52 PM	18	
1	8	4:58:50 PM	4:58:53 PM	3	
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2	4	3:31:56 PM	3:32:14 PM	18	
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2	6	3:34:29 PM	3:34:47 PM	18	
2	7	3:34:38 PM	3:34:55 PM	17	
2	8	3:34:46 PM	3:35:04 PM	18	
2	9	3:34:57 PM	3:35:08 PM	11	
2	10	3:36:05 PM	3:36:07 PM	2	
2	11	3:37:12 PM	3:37:16 PM	4	
2	12	3:37:54 PM	3:38:26 PM	32	
2	13	3:38:05 PM	3:38:31 PM	26	
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2	39	3:52:09 PM	3:52:18 PM	9	
2	40	3:52:40 PM	3:52:49 PM	9	
2	41	3:53:34 PM	3:53:40 PM	6	
2	42	3:54:58 PM	3:55:00 PM	2	
2	43	3:56:00 PM	3:56:08 PM	8	
2	44	3:56:04 PM	3:56:13 PM	9	
2	45	3:56:41 PM	3:56:43 PM	2	
2	46	3:58:19 PM	3:58:23 PM	4	
2	47	3:58:33 PM	3:58:36 PM	3	



*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

Hersey Approach  
Lane 1: Left/Throughs  
Lane 2: Right Turns  
Weather: Sunny, Warm

File Name : Hersey\_SD\_July  
Site Code : 00000004  
Start Date : 7/11/2013  
Page No : 2

L n.	No.	Joined Queue	Released From Queue	Delay	
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2	89	4:26:04 PM	4:26:05 PM	1	
2	90	4:26:11 PM	4:26:12 PM	1	
2	91	4:26:27 PM	4:27:08 PM	41	
2	92	4:26:49 PM	4:27:11 PM	22	
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2	101	4:32:47 PM	4:32:49 PM	2	
2	102	4:32:54 PM	4:33:05 PM	11	

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

Hersey Approach  
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L n.	No.	Joined Queue	Released From Queue	Delay	
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2	104	4:34:15 PM	4:34:19 PM	4	
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2	107	4:35:06 PM	4:35:18 PM	12	
2	108	4:35:38 PM	4:35:40 PM	2	
2	109	4:36:01 PM	4:36:02 PM	1	
2	110	4:36:35 PM	4:36:39 PM	4	
2	111	4:37:03 PM	4:37:07 PM	4	
2	112	4:37:10 PM	4:37:14 PM	4	
2	113	4:37:50 PM	4:38:07 PM	17	
2	114	4:37:58 PM	4:38:08 PM	10	
2	115	4:38:01 PM	4:38:11 PM	10	
2	116	4:38:36 PM	4:38:43 PM	7	
2	117	4:38:47 PM	4:38:50 PM	3	
2	118	4:39:08 PM	4:39:32 PM	24	
2	119	4:39:33 PM	4:39:38 PM	5	
2	120	4:40:30 PM	4:40:40 PM	10	
2	121	4:40:45 PM	4:40:49 PM	4	
2	122	4:41:04 PM	4:41:11 PM	7	
2	123	4:41:43 PM	4:41:51 PM	8	
2	124	4:43:18 PM	4:43:36 PM	18	
2	125	4:43:41 PM	4:43:48 PM	7	
2	126	4:43:46 PM	4:43:50 PM	4	
2	127	4:45:00 PM	4:45:56 PM	56	
2	128	4:46:08 PM	4:46:10 PM	2	
2	129	4:46:42 PM	4:46:59 PM	17	
2	130	4:48:10 PM	4:48:30 PM	20	
2	131	4:48:10 PM	4:48:32 PM	22	
2	132	4:48:26 PM	4:48:48 PM	22	
2	133	4:49:01 PM	4:49:28 PM	27	
2	134	4:50:35 PM	4:50:49 PM	14	
2	135	4:51:05 PM	4:51:06 PM	1	
2	136	4:52:14 PM	4:52:20 PM	6	
2	137	4:52:56 PM	4:53:48 PM	52	
2	138	4:54:16 PM	4:54:42 PM	26	
2	139	4:56:04 PM	4:56:14 PM	10	
2	140	4:56:16 PM	4:56:18 PM	2	
2	141	4:56:40 PM	4:56:49 PM	9	
2	142	4:57:52 PM	4:58:05 PM	13	
2	143	4:59:08 PM	4:59:14 PM	6	
2	144	5:02:43 PM	5:03:14 PM	31	
2	145	5:02:49 PM	5:03:22 PM	33	
2	146	5:04:14 PM	5:04:21 PM	7	
2	147	5:05:18 PM	5:05:23 PM	5	
2	148	5:05:35 PM	5:05:49 PM	14	
2	149	5:05:54 PM	5:06:15 PM	21	
2	150	5:06:27 PM	5:07:15 PM	48	
2	151	5:06:59 PM	5:07:23 PM	24	
2	152	5:07:09 PM	5:07:27 PM	18	
2	153	5:08:22 PM	5:08:25 PM	3	
2	154	5:09:45 PM	5:09:51 PM	6	
2	155	5:10:50 PM	5:11:12 PM	22	
2	156	5:12:18 PM	5:12:20 PM	2	
2	157	5:12:34 PM	5:12:36 PM	2	

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

Hersey Approach  
Lane 1: Left/Throughs  
Lane 2: Right Turns  
Weather: Sunny, Warm

File Name : Hersey\_SD\_July  
Site Code : 00000004  
Start Date : 7/11/2013  
Page No : 4

L n.	No.	Joined Queue	Released From Queue	Delay	
2	158	5:13:23 PM	5:13:28 PM	5	
2	159	5:13:26 PM	5:13:32 PM	6	
2	160	5:13:37 PM	5:13:41 PM	4	
2	161	5:13:52 PM	5:13:56 PM	4	
2	162	5:14:32 PM	5:14:43 PM	11	
2	163	5:14:40 PM	5:14:53 PM	13	
2	164	5:14:51 PM	5:15:00 PM	9	
2	165	5:17:05 PM	5:17:28 PM	23	
2	166	5:17:27 PM	5:17:48 PM	21	
2	167	5:17:38 PM	5:18:32 PM	54	
2	168	5:18:53 PM	5:19:56 PM	63	
2	169	5:19:08 PM	5:20:04 PM	56	
2	170	5:19:28 PM	5:20:08 PM	40	
2	171	5:20:11 PM	5:20:33 PM	22	
2	172	5:20:15 PM	5:20:45 PM	30	
2	173	5:20:16 PM	5:20:52 PM	36	
2	174	5:22:33 PM	5:22:34 PM	1	
2	175	5:23:30 PM	5:23:32 PM	2	
2	176	5:23:53 PM	5:23:56 PM	3	
2	177	5:25:36 PM	5:25:58 PM	22	
2	178	5:25:42 PM	5:25:59 PM	17	
2	179	5:26:00 PM	5:26:07 PM	7	
2	180	5:26:31 PM	5:26:42 PM	11	
2	181	5:27:19 PM	5:27:22 PM	3	
2	182	5:27:43 PM	5:27:47 PM	4	
2	183	5:28:44 PM	5:28:48 PM	4	
2	184	5:28:53 PM	5:29:00 PM	7	
2	185	5:29:41 PM	5:29:43 PM	2	
2	186	5:30:08 PM	5:30:26 PM	18	
2	187	5:30:38 PM	5:30:41 PM	3	

**Summary Information:**

3:31:00 PM - 5:31:00 PM	Left/Through	Right
Total Vehicle Count:	8	187
Delayed Vehicle Count:	8	187
Through Vehicle Count:	0	0
Average Stopped Time:	24.38	12.299
Maximum Stopped Time:	63	63
Min. Secs. for Delay:	0	0
Average Queue:	0.04	0.320
Queue Density:	1.00	1.312
Maximum Queue:	1	4
Delay in Vehicle Hour:	0.04	0.32
Total Delay:	195	2300

**S.O. Transportation Engineering, LLC**  
 Medford, Oregon 97504

Wimer Approach  
 Lane 1: Left/Through/Right  
 Weather: Sunny, Warm  
 Stop Sign Delay Study

File Name : Wimer\_SD\_July  
 Site Code : 00000001  
 Start Date : 7/11/2013  
 Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	3:32:01 PM	3:32:03 PM	2
1	2	3:36:36 PM	3:36:41 PM	5
1	3	3:37:18 PM	3:37:20 PM	2
1	4	3:38:45 PM	3:38:53 PM	8
1	5	3:40:22 PM	3:40:48 PM	26
1	6	3:40:37 PM	3:40:49 PM	12
1	7	3:41:55 PM	3:42:00 PM	5
1	8	3:43:37 PM	3:43:46 PM	9
1	9	3:43:51 PM	3:43:54 PM	3
1	10	3:43:55 PM	3:43:58 PM	3
1	11	3:46:07 PM	3:46:08 PM	1
1	12	3:47:37 PM	3:47:45 PM	8
1	13	3:48:08 PM	3:48:14 PM	6
1	14	3:53:00 PM	3:53:01 PM	1
1	15	3:54:09 PM	3:54:23 PM	14
1	16	3:54:42 PM	3:55:14 PM	32
1	17	3:56:04 PM	3:56:14 PM	10
1	18	3:58:56 PM	3:58:57 PM	1
1	19	4:00:47 PM	4:01:03 PM	16
1	20	4:00:53 PM	4:01:15 PM	22
1	21	4:01:08 PM	4:01:49 PM	41
1	22	4:01:52 PM	4:01:58 PM	6
1	23	4:02:59 PM	4:03:18 PM	19
1	24	4:03:48 PM	4:03:56 PM	8
1	25	4:04:00 PM	4:04:24 PM	24
1	26	4:05:42 PM	4:05:43 PM	1
1	27	4:05:46 PM	4:05:54 PM	8
1	28	4:06:48 PM	4:06:51 PM	3
1	29	4:11:19 PM	4:11:28 PM	9
1	30	4:11:41 PM	4:12:02 PM	21
1	31	4:16:53 PM	4:17:14 PM	21
1	32	4:16:55 PM	4:17:15 PM	20
1	33	4:20:45 PM	4:20:51 PM	6
1	34	4:21:44 PM	4:21:53 PM	9
1	35	4:23:19 PM	4:23:47 PM	28
1	36	4:24:53 PM	4:24:59 PM	6
1	37	4:26:39 PM	4:26:41 PM	2
1	38	4:26:54 PM	4:26:56 PM	2
1	39	4:28:32 PM	4:28:35 PM	3
1	40	4:29:34 PM	4:29:40 PM	6
1	41	4:30:27 PM	4:30:29 PM	2
1	42	4:31:31 PM	4:31:40 PM	9
1	43	4:32:09 PM	4:32:18 PM	9
1	44	4:33:43 PM	4:33:45 PM	2
1	45	4:34:02 PM	4:34:04 PM	2
1	46	4:37:05 PM	4:37:23 PM	18
1	47	4:38:18 PM	4:38:19 PM	1
1	48	4:40:30 PM	4:40:35 PM	5
1	49	4:42:17 PM	4:42:28 PM	11
1	50	4:43:36 PM	4:43:41 PM	5
1	51	4:43:49 PM	4:44:12 PM	23
1	52	4:45:40 PM	4:46:00 PM	20
1	53	4:45:58 PM	4:46:03 PM	5
1	54	4:46:25 PM	4:46:26 PM	1
1	55	4:47:02 PM	4:47:15 PM	13
1	56	4:48:55 PM	4:49:02 PM	7
1	57	4:50:06 PM	4:50:29 PM	23
1	58	4:52:56 PM	4:53:15 PM	19
1	59	4:54:20 PM	4:54:36 PM	16
1	60	4:54:52 PM	4:55:00 PM	8
1	61	4:55:12 PM	4:55:19 PM	7
1	62	4:57:11 PM	4:57:13 PM	2

**S.O. Transportation Engineering, LLC**  
 Medford, Oregon 97504

Wimer Approach  
 Lane 1: Left/Through/Right  
 Weather: Sunny, Warm  
 Stop Sign Delay Study

File Name : Wimer\_SD\_July  
 Site Code : 00000001  
 Start Date : 7/11/2013  
 Page No : 2

L n.	No.	Joined Queue	Released From Queue	Delay	
1	63	4:57:15 PM	4:57:45 PM	30	
1	64	5:00:30 PM	5:01:06 PM	36	
1	65	5:00:34 PM	5:01:07 PM	33	
1	66	5:03:24 PM	5:03:32 PM	8	
1	67	5:04:33 PM	5:04:36 PM	3	
1	68	5:08:47 PM	5:08:53 PM	6	
1	69	5:10:25 PM	5:10:30 PM	5	
1	70	5:10:36 PM	5:11:14 PM	38	
1	71	5:11:12 PM	5:12:15 PM	63	
1	72	5:12:02 PM	5:12:27 PM	25	
1	73	5:12:06 PM	5:12:31 PM	25	
1	74	5:12:13 PM	5:14:03 PM	110	
1	75	5:15:07 PM	5:15:26 PM	19	
1	76	5:15:25 PM	5:16:17 PM	52	
1	77	5:16:49 PM	5:16:50 PM	1	
1	78	5:18:19 PM	5:19:06 PM	47	
1	79	5:19:26 PM	5:21:27 PM	121	
1	80	5:22:11 PM	5:22:13 PM	2	
1	81	5:22:37 PM	5:23:21 PM	44	
1	82	5:23:14 PM	5:30:39 PM	47	
1	83	5:24:48 PM	5:32:31 PM	20	

**Summary Information:**

3:32:00 PM - 5:33:00 PM		Lane 1
Total Vehicle Count:		83
Delayed Vehicle Count:		83
Through Vehicle Count:		0
Average Stopped Time:		16.53
Maximum Stopped Time:		121
Min. Secs. for Delay:		0
Average Queue:		0.31
Queue Density:		1.29
Maximum Queue:		4
Delay in Vehicle Hour:		0.19
Total Delay:		1372

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

N. Main Street at Hersey/Wimer  
Lane 1: Northbound Lefts  
Lane 2: Southbound Lefts  
Stop Sign Delay Study

File Name : N Main\_SD\_July  
Site Code : 00000002  
Start Date : 7/11/2013  
Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay	
1	1	3:29:43 PM	3:29:58 PM	15	
1	2	3:29:53 PM	3:30:10 PM	17	
1	3	3:33:27 PM	3:33:27 PM	0	
1	4	3:33:47 PM	3:33:57 PM	10	
1	5	3:37:52 PM	3:37:59 PM	7	
1	6	3:38:04 PM	3:38:05 PM	1	
1	7	3:39:59 PM	3:40:02 PM	3	
1	8	3:47:08 PM	3:47:10 PM	2	
1	9	3:48:01 PM	3:48:11 PM	10	
1	10	3:49:23 PM	3:49:24 PM	1	
1	11	3:49:38 PM	3:49:42 PM	4	
1	12	3:50:29 PM	3:50:31 PM	2	
1	13	3:51:02 PM	3:51:10 PM	8	
1	14	3:52:26 PM	3:53:38 PM	72	
1	15	3:53:58 PM	3:54:30 PM	32	
1	16	3:54:35 PM	3:54:35 PM	0	
1	17	3:55:17 PM	3:55:19 PM	2	
1	18	3:56:51 PM	3:57:05 PM	14	
1	19	3:57:40 PM	3:57:50 PM	10	
1	20	3:58:08 PM	3:58:11 PM	3	
1	21	3:59:35 PM	3:59:51 PM	16	
1	22	4:01:10 PM	4:01:13 PM	3	
1	23	4:02:35 PM	4:02:41 PM	6	
1	24	4:02:48 PM	4:02:51 PM	3	
1	25	4:06:07 PM	4:06:08 PM	1	
1	26	4:07:29 PM	4:07:33 PM	4	
1	27	4:11:28 PM	4:11:32 PM	4	
1	28	4:13:30 PM	4:13:32 PM	2	
1	29	4:20:46 PM	4:20:48 PM	2	
1	30	4:20:57 PM	4:20:58 PM	1	
1	31	4:22:06 PM	4:22:20 PM	14	
1	32	4:23:14 PM	4:23:29 PM	15	
1	33	4:26:13 PM	4:26:20 PM	7	
1	34	4:35:12 PM	4:35:58 PM	46	
1	35	4:35:27 PM	4:36:00 PM	33	
1	36	4:36:11 PM	4:36:17 PM	6	
1	37	4:37:21 PM	4:37:24 PM	3	
1	38	4:41:13 PM	4:41:25 PM	12	
1	39	4:42:22 PM	4:42:23 PM	1	
1	40	4:44:49 PM	4:44:52 PM	3	
1	41	4:46:24 PM	4:47:09 PM	45	
1	42	4:48:31 PM	4:48:38 PM	7	
1	43	4:48:35 PM	4:48:40 PM	5	
1	44	4:48:44 PM	4:48:45 PM	1	
1	45	4:49:26 PM	4:49:38 PM	12	
1	46	4:49:27 PM	4:49:42 PM	15	
1	47	4:50:25 PM	4:50:45 PM	20	
1	48	4:51:15 PM	4:51:24 PM	9	
1	49	4:52:56 PM	4:52:57 PM	1	
1	50	4:59:41 PM	5:00:10 PM	29	
1	51	4:59:50 PM	5:00:20 PM	30	
1	52	5:00:36 PM	5:01:01 PM	25	
1	53	5:01:32 PM	5:01:34 PM	2	
1	54	5:02:16 PM	5:02:21 PM	5	
1	55	5:06:22 PM	5:06:48 PM	26	

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

N. Main Street at Hersey/Wimer  
Lane 1: Northbound Lefts  
Lane 2: Southbound Lefts  
Stop Sign Delay Study

File Name : N Main\_SD\_July  
Site Code : 00000002  
Start Date : 7/11/2013  
Page No : 2

L n.	No.	Joined Queue	Released From Queue	Delay	
1	56	5:06:31 PM	5:07:22 PM	51	
1	57	5:06:47 PM	5:07:27 PM	40	
1	58	5:06:59 PM	5:07:31 PM	32	
1	59	5:07:47 PM	5:07:54 PM	7	
1	60	5:13:59 PM	5:14:00 PM	1	
1	61	5:14:51 PM	5:15:19 PM	28	
1	62	5:15:24 PM	5:15:26 PM	2	
1	63	5:16:01 PM	5:16:03 PM	2	
1	64	5:16:26 PM	5:17:15 PM	49	
1	65	5:18:57 PM	5:18:59 PM	2	
1	66	5:19:44 PM	5:19:57 PM	13	
1	67	5:21:10 PM	5:21:11 PM	1	
1	68	5:21:45 PM	5:22:21 PM	36	
1	69	5:22:22 PM	5:22:23 PM	1	
1	70	5:22:58 PM	5:23:00 PM	2	
1	71	5:27:04 PM	5:27:04 PM	0	
1	72	5:28:44 PM	5:28:59 PM	15	
2	1	3:30:13 PM	3:30:14 PM	1	
2	2	3:31:37 PM	3:31:38 PM	1	
2	3	3:32:11 PM	3:32:13 PM	2	
2	4	3:32:15 PM	3:32:16 PM	1	
2	5	3:32:54 PM	3:32:58 PM	4	
2	6	3:33:50 PM	3:33:50 PM	0	
2	7	3:34:49 PM	3:34:49 PM	0	
2	8	3:35:12 PM	3:35:13 PM	1	
2	9	3:36:20 PM	3:36:21 PM	1	
2	10	3:37:55 PM	3:37:59 PM	4	
2	11	3:39:46 PM	3:40:16 PM	30	
2	12	3:41:25 PM	3:41:26 PM	1	
2	13	3:42:23 PM	3:42:29 PM	6	
2	14	3:42:42 PM	3:42:44 PM	2	
2	15	3:43:40 PM	3:43:42 PM	2	
2	16	3:44:45 PM	3:44:57 PM	12	
2	17	3:48:08 PM	3:48:09 PM	1	
2	18	3:48:39 PM	3:48:40 PM	1	
2	19	3:53:05 PM	3:53:12 PM	7	
2	20	3:53:07 PM	3:53:14 PM	7	
2	21	3:53:08 PM	3:54:02 PM	54	
2	22	3:53:34 PM	3:54:09 PM	35	
2	23	3:54:14 PM	3:54:16 PM	2	
2	24	3:55:20 PM	3:55:48 PM	28	
2	25	3:56:04 PM	3:56:16 PM	12	
2	26	3:57:08 PM	3:57:18 PM	10	
2	27	3:58:15 PM	3:58:17 PM	2	
2	28	3:59:47 PM	4:00:06 PM	19	
2	29	4:00:16 PM	4:00:17 PM	1	
2	30	4:00:20 PM	4:00:22 PM	2	
2	31	4:00:24 PM	4:00:25 PM	1	
2	32	4:00:37 PM	4:00:58 PM	21	
2	33	4:01:00 PM	4:01:01 PM	1	
2	34	4:03:02 PM	4:03:05 PM	3	
2	35	4:03:06 PM	4:03:08 PM	2	
2	36	4:03:26 PM	4:03:27 PM	1	
2	37	4:04:24 PM	4:04:58 PM	34	
2	38	4:05:01 PM	4:05:04 PM	3	

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

N. Main Street at Hersey/Wimer  
Lane 1: Northbound Lefts  
Lane 2: Southbound Lefts  
Stop Sign Delay Study

File Name : N Main\_SD\_July  
Site Code : 00000002  
Start Date : 7/11/2013  
Page No : 3

L n.	No.	Joined Queue	Released From Queue	Delay	
2	39	4:05:16 PM	4:05:17 PM	1	
2	40	4:05:18 PM	4:05:19 PM	1	
2	41	4:06:13 PM	4:06:18 PM	5	
2	42	4:08:20 PM	4:08:49 PM	29	
2	43	4:09:29 PM	4:09:30 PM	1	
2	44	4:09:58 PM	4:10:13 PM	15	
2	45	4:12:18 PM	4:12:24 PM	6	
2	46	4:12:21 PM	4:12:28 PM	7	
2	47	4:14:11 PM	4:14:13 PM	2	
2	48	4:14:58 PM	4:15:15 PM	17	
2	49	4:15:01 PM	4:15:18 PM	17	
2	50	4:15:03 PM	4:15:21 PM	18	
2	51	4:15:14 PM	4:15:24 PM	10	
2	52	4:15:45 PM	4:15:49 PM	4	
2	53	4:16:34 PM	4:16:35 PM	1	
2	54	4:17:42 PM	4:17:42 PM	0	
2	55	4:17:51 PM	4:17:54 PM	3	
2	56	4:17:58 PM	4:17:59 PM	1	
2	57	4:20:14 PM	4:20:18 PM	4	
2	58	4:22:13 PM	4:22:26 PM	13	
2	59	4:22:16 PM	4:22:28 PM	12	
2	60	4:22:37 PM	4:22:38 PM	1	
2	61	4:23:11 PM	4:23:32 PM	21	
2	62	4:24:13 PM	4:24:14 PM	1	
2	63	4:25:04 PM	4:25:05 PM	1	
2	64	4:25:33 PM	4:25:37 PM	4	
2	65	4:25:54 PM	4:26:20 PM	26	
2	66	4:28:12 PM	4:28:25 PM	13	
2	67	4:28:53 PM	4:28:54 PM	1	
2	68	4:29:40 PM	4:29:41 PM	1	
2	69	4:30:09 PM	4:30:14 PM	5	
2	70	4:31:13 PM	4:31:15 PM	2	
2	71	4:31:51 PM	4:32:15 PM	24	
2	72	4:34:05 PM	4:34:06 PM	1	
2	73	4:34:07 PM	4:34:08 PM	1	
2	74	4:34:18 PM	4:34:19 PM	1	
2	75	4:35:42 PM	4:35:56 PM	14	
2	76	4:36:34 PM	4:36:39 PM	5	
2	77	4:37:23 PM	4:37:23 PM	0	
2	78	4:38:14 PM	4:38:35 PM	21	
2	79	4:43:03 PM	4:43:04 PM	1	
2	80	4:45:36 PM	4:45:37 PM	1	
2	81	4:46:37 PM	4:46:42 PM	5	
2	82	4:47:42 PM	4:47:45 PM	3	
2	83	4:47:49 PM	4:48:04 PM	15	
2	84	4:48:00 PM	4:48:39 PM	39	
2	85	4:48:14 PM	4:48:43 PM	29	
2	86	4:51:26 PM	4:51:34 PM	8	
2	87	4:51:31 PM	4:52:46 PM	75	
2	88	4:53:04 PM	4:53:13 PM	9	
2	89	4:53:11 PM	4:53:16 PM	5	
2	90	4:54:40 PM	4:55:00 PM	20	
2	91	4:54:57 PM	4:55:06 PM	9	
2	92	4:55:25 PM	4:55:26 PM	1	
2	93	4:55:29 PM	4:55:30 PM	1	



*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

N. Main Street at Hersey/Wimer  
Lane 1: Northbound Lefts  
Lane 2: Southbound Lefts  
Stop Sign Delay Study

File Name : N Main\_SD\_July  
Site Code : 00000002  
Start Date : 7/11/2013  
Page No : 4

L n.	No.	Joined Queue	Released From Queue	Delay	
2	94	4:55:52 PM	4:56:00 PM	8	
2	95	4:57:37 PM	4:57:37 PM	0	
2	96	4:57:49 PM	4:57:51 PM	2	
2	97	4:58:27 PM	4:58:29 PM	2	
2	98	4:58:28 PM	4:58:29 PM	1	
2	99	4:59:28 PM	4:59:37 PM	9	
2	100	5:00:50 PM	5:01:07 PM	17	
2	101	5:01:23 PM	5:01:28 PM	5	
2	102	5:02:08 PM	5:02:14 PM	6	
2	103	5:03:46 PM	5:03:48 PM	2	
2	104	5:04:38 PM	5:05:10 PM	32	
2	105	5:06:51 PM	5:07:33 PM	42	
2	106	5:07:21 PM	5:07:45 PM	24	
2	107	5:07:56 PM	5:07:58 PM	2	
2	108	5:08:14 PM	5:08:31 PM	17	
2	109	5:09:48 PM	5:10:11 PM	23	
2	110	5:10:18 PM	5:10:20 PM	2	
2	111	5:11:35 PM	5:11:36 PM	1	
2	112	5:12:12 PM	5:12:37 PM	25	
2	113	5:13:13 PM	5:13:14 PM	1	
2	114	5:14:48 PM	5:14:49 PM	1	
2	115	5:15:47 PM	5:15:59 PM	12	
2	116	5:15:56 PM	5:16:05 PM	9	
2	117	5:16:54 PM	5:16:55 PM	1	
2	118	5:17:13 PM	5:17:51 PM	38	
2	119	5:17:50 PM	5:17:53 PM	3	
2	120	5:18:16 PM	5:18:46 PM	30	
2	121	5:20:35 PM	5:20:37 PM	2	
2	122	5:21:18 PM	5:21:19 PM	1	
2	123	5:21:39 PM	5:21:43 PM	4	
2	124	5:21:49 PM	5:21:49 PM	0	
2	125	5:21:57 PM	5:22:19 PM	22	
2	126	5:22:01 PM	5:22:35 PM	34	
2	127	5:22:49 PM	5:22:50 PM	1	
2	128	5:22:50 PM	5:22:51 PM	1	
2	129	5:24:05 PM	5:24:06 PM	1	
2	130	5:25:04 PM	5:25:05 PM	1	
2	131	5:25:10 PM	5:25:11 PM	1	
2	132	5:25:13 PM	5:25:14 PM	1	
2	133	5:25:48 PM	5:26:04 PM	16	
2	134	5:26:55 PM	5:26:57 PM	2	
2	135	5:27:12 PM	5:27:24 PM	12	
2	136	5:28:33 PM	5:28:36 PM	3	

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N. Main Street at Hersey/Wimer  
Lane 1: Northbound Lefts  
Lane 2: Southbound Lefts  
Stop Sign Delay Study

File Name : N Main\_SD\_July  
Site Code : 00000002  
Start Date : 7/11/2013  
Page No : 5

**Summary Information:**

3:29:00 PM - 5:29:00 PM	Northbound Lefts	Southbound Lefts
Total Vehicle Count:	72	136
Delayed Vehicle Count:	72	136
Through Vehicle Count:	0	0
Average Stopped Time:	12.63	9.287
Maximum Stopped Time:	72	75
Min. Secs. for Delay:	0	0
Average Queue:	0.13	0.178
Queue Density:	1.20	1.145
Maximum Queue:	3	4
Delay in Vehicle Hour:	0.13	0.18
Total Delay:	909	1263

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Bush\_N Main Street Stopped Delay  
Lane 1: Bush Street - EBL/R  
Lane 2: N Main St - NBL  
Weather: Hot, Clear

File Name : Bush St\_SD\_July  
Site Code : 00000001  
Start Date : 7/18/2013  
Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay	
1	1	3:46:01 PM	3:46:04 PM	3	
1	2	4:03:31 PM	4:04:44 PM	73	
1	3	4:20:10 PM	4:20:14 PM	4	
1	4	4:21:42 PM	4:21:46 PM	4	
1	5	4:23:20 PM	4:23:25 PM	5	
1	6	4:24:34 PM	4:24:39 PM	5	
1	7	4:28:16 PM	4:28:21 PM	5	
1	8	4:30:07 PM	4:30:10 PM	3	
1	9	4:34:26 PM	4:35:57 PM	91	
1	10	4:43:23 PM	4:43:24 PM	1	
1	11	4:49:31 PM	4:49:35 PM	4	
1	12	4:49:38 PM	4:50:47 PM	69	
1	13	4:50:28 PM	4:50:51 PM	23	
1	14	4:55:05 PM	4:55:10 PM	5	
1	15	4:56:26 PM	4:56:35 PM	9	
1	16	5:00:14 PM	5:00:32 PM	18	
1	17	5:00:30 PM	5:00:37 PM	7	
1	18	5:01:56 PM	5:02:10 PM	14	
1	19	5:07:10 PM	5:07:31 PM	21	
1	20	5:09:02 PM	5:09:32 PM	30	
1	21	5:12:02 PM	5:12:08 PM	6	
1	22	5:23:36 PM	5:24:02 PM	26	
1	23	5:25:00 PM	5:25:05 PM	5	
1	24	5:26:16 PM	5:26:27 PM	11	
1	25	5:29:20 PM	5:29:24 PM	4	
1	26	5:39:48 PM	5:39:52 PM	4	
1	27	5:45:50 PM	5:46:01 PM	11	
1	28	5:50:36 PM	5:50:37 PM	1	
2	1	3:47:25 PM	3:47:27 PM	2	
2	2	3:57:52 PM	3:58:30 PM	38	
2	3	4:06:15 PM	4:06:17 PM	2	
2	4	4:06:23 PM	4:06:26 PM	3	
2	5	4:16:31 PM	4:16:33 PM	2	
2	6	4:28:46 PM	4:28:47 PM	1	
2	7	4:28:48 PM	4:28:49 PM	1	
2	8	4:40:27 PM	4:40:30 PM	3	
2	9	4:47:26 PM	4:47:28 PM	2	
2	10	4:47:55 PM	4:48:43 PM	48	
2	11	5:13:48 PM	5:13:49 PM	1	
2	12	5:13:50 PM	5:13:51 PM	1	
2	13	5:22:30 PM	5:22:31 PM	1	
2	14	5:30:08 PM	5:30:30 PM	22	
2	15	5:35:34 PM	5:35:39 PM	5	
2	16	5:37:42 PM	5:37:55 PM	13	
2	17	5:46:41 PM	5:46:52 PM	11	
2	18	5:50:38 PM	5:50:38 PM	0	

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Bush\_N Main Street Stopped Delay  
Lane 1: Bush Street - EBL/R  
Lane 2: N Main St - NBL  
Weather: Hot, Clear

File Name : Bush St\_SD\_July  
Site Code : 00000001  
Start Date : 7/18/2013  
Page No : 2

**Summary Information:**

3:46:00 PM - 5:51:00 PM	Bush - EBL/R	Main - NBL
Total Vehicle Count:	28	18
Delayed Vehicle Count:	28	18
Through Vehicle Count:	0	0
Average Stopped Time:	16.50	8.667
Maximum Stopped Time:	91	48
Min. Secs. for Delay:	0	0
Average Queue:	0.06	0.021
Queue Density:	1.05	1.000
Maximum Queue:	2	1
Delay in Vehicle Hour:	0.06	0.02
Total Delay:	462	156

*Southern Oregon  
Transportation Engineering, LLC  
Medford, Or. 97504*

Glenn\_Main Stop Delay  
Lane 1: WBL/R  
Lane 2: SBL  
Weather: Hot, Clear

File Name : Glenn\_SD\_July  
Site Code : 00000002  
Start Date : 7/18/2013  
Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	3:31:01 PM	3:31:02 PM	1
1	2	3:31:43 PM	3:31:49 PM	6
1	3	3:33:05 PM	3:33:14 PM	9
1	4	3:33:25 PM	3:33:27 PM	2
1	5	3:34:07 PM	3:34:31 PM	24
1	6	3:38:20 PM	3:38:22 PM	2
1	7	3:38:29 PM	3:38:31 PM	2
1	8	3:41:32 PM	3:41:34 PM	2
1	9	3:42:36 PM	3:43:42 PM	66
1	10	3:44:27 PM	3:44:46 PM	19
1	11	3:45:19 PM	3:45:20 PM	1
1	12	3:51:12 PM	3:51:14 PM	2
1	13	3:52:43 PM	3:52:47 PM	4
1	14	3:54:48 PM	3:54:50 PM	2
1	15	3:55:45 PM	3:56:42 PM	57
1	16	3:56:22 PM	3:56:43 PM	21
1	17	3:57:45 PM	3:58:30 PM	45
1	18	3:58:28 PM	3:59:06 PM	38
1	19	4:03:47 PM	4:04:19 PM	32
1	20	4:04:28 PM	4:04:51 PM	23
1	21	4:04:37 PM	4:04:55 PM	18
1	22	4:05:55 PM	4:07:43 PM	108
1	23	4:06:53 PM	4:08:12 PM	79
1	24	4:08:10 PM	4:08:27 PM	17
1	25	4:08:32 PM	4:08:37 PM	5
1	26	4:09:02 PM	4:09:06 PM	4
1	27	4:09:52 PM	4:10:20 PM	28
1	28	4:10:23 PM	4:10:30 PM	7
1	29	4:11:52 PM	4:12:10 PM	18
1	30	4:15:46 PM	4:16:03 PM	17
1	31	4:17:21 PM	4:17:22 PM	1
1	32	4:17:53 PM	4:18:16 PM	23
1	33	4:21:05 PM	4:21:07 PM	2
1	34	4:22:27 PM	4:23:09 PM	42
1	35	4:23:16 PM	4:23:38 PM	22
1	36	4:27:13 PM	4:27:23 PM	10
1	37	4:27:16 PM	4:27:27 PM	11
1	38	4:27:21 PM	4:27:28 PM	7
1	39	4:28:17 PM	4:28:24 PM	7
1	40	4:30:33 PM	4:30:37 PM	4
1	41	4:37:32 PM	4:37:40 PM	8
1	42	4:39:25 PM	4:39:58 PM	33
1	43	4:43:28 PM	4:43:32 PM	4
1	44	4:45:00 PM	4:45:32 PM	32
1	45	4:48:33 PM	4:48:51 PM	18
1	46	4:50:26 PM	4:50:45 PM	19
1	47	4:51:50 PM	4:52:29 PM	39
1	48	4:53:01 PM	4:53:20 PM	19
1	49	4:55:45 PM	4:55:47 PM	2
1	50	4:56:37 PM	4:56:47 PM	10
1	51	4:58:26 PM	4:58:29 PM	3
1	52	4:58:40 PM	4:58:43 PM	3
1	53	4:59:11 PM	4:59:14 PM	3
1	54	5:00:02 PM	5:00:22 PM	20
1	55	5:05:49 PM	5:05:57 PM	8

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File Name : Glenn\_SD\_July  
Site Code : 00000002  
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L n.	No.	Joined Queue	Released From Queue	Delay	
1	56	5:07:43 PM	5:07:50 PM	7	
1	57	5:09:31 PM	5:09:33 PM	2	
1	58	5:09:54 PM	5:09:58 PM	4	
1	59	5:11:30 PM	5:11:32 PM	2	
1	60	5:11:51 PM	5:12:14 PM	23	
1	61	5:13:45 PM	5:14:06 PM	21	
1	62	5:14:27 PM	5:14:45 PM	18	
1	63	5:19:40 PM	5:19:47 PM	7	
1	64	5:19:50 PM	5:20:57 PM	67	
1	65	5:24:52 PM	5:25:38 PM	46	
1	66	5:25:40 PM	5:25:43 PM	3	
1	67	5:25:51 PM	5:25:57 PM	6	
1	68	5:25:54 PM	5:26:01 PM	7	
1	69	5:26:41 PM	5:26:55 PM	14	
1	70	5:27:18 PM	5:27:22 PM	4	
1	71	5:30:10 PM	5:30:15 PM	5	
1	72	5:30:21 PM	5:30:24 PM	3	
1	73	5:31:27 PM	5:31:32 PM	5	
1	74	5:32:45 PM	5:33:07 PM	22	
2	1	3:34:12 PM	3:34:25 PM	13	
2	2	3:37:15 PM	3:37:16 PM	1	
2	3	3:37:37 PM	3:37:47 PM	10	
2	4	3:41:10 PM	3:41:12 PM	2	
2	5	3:41:36 PM	3:41:47 PM	11	
2	6	3:44:17 PM	3:44:45 PM	28	
2	7	3:49:24 PM	3:49:31 PM	7	
2	8	3:49:35 PM	3:49:42 PM	7	
2	9	3:52:07 PM	3:52:21 PM	14	
2	10	3:53:42 PM	3:54:10 PM	28	
2	11	4:03:45 PM	4:03:47 PM	2	
2	12	4:05:03 PM	4:05:11 PM	8	
2	13	4:07:35 PM	4:07:36 PM	1	
2	14	4:09:31 PM	4:09:47 PM	16	
2	15	4:11:38 PM	4:12:09 PM	31	
2	16	4:13:33 PM	4:13:38 PM	5	
2	17	4:19:00 PM	4:19:02 PM	2	
2	18	4:22:07 PM	4:22:15 PM	8	
2	19	4:23:57 PM	4:23:59 PM	2	
2	20	4:24:29 PM	4:24:36 PM	7	
2	21	4:25:05 PM	4:25:51 PM	46	
2	22	4:25:14 PM	4:25:56 PM	42	
2	23	4:27:24 PM	4:27:26 PM	2	
2	24	4:28:53 PM	4:28:54 PM	1	
2	25	4:29:20 PM	4:29:22 PM	2	
2	26	4:30:39 PM	4:30:42 PM	3	
2	27	4:33:01 PM	4:33:05 PM	4	
2	28	4:35:53 PM	4:35:56 PM	3	
2	29	4:39:48 PM	4:40:03 PM	15	
2	30	4:39:54 PM	4:40:10 PM	16	
2	31	4:39:59 PM	4:40:14 PM	15	
2	32	4:40:27 PM	4:40:51 PM	24	
2	33	4:47:10 PM	4:47:18 PM	8	
2	34	4:47:16 PM	4:47:26 PM	10	
2	35	4:48:07 PM	4:48:07 PM	0	
2	36	4:48:38 PM	4:48:52 PM	14	
2	37	4:50:46 PM	4:50:48 PM	2	
2	38	4:58:10 PM	4:58:12 PM	2	

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File Name : Glenn\_SD\_July  
Site Code : 00000002  
Start Date : 7/18/2013  
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L n.	No.	Joined Queue	Released From Queue	Delay	
2	39	5:00:33 PM	5:00:38 PM	5	
2	40	5:02:28 PM	5:02:34 PM	6	
2	41	5:02:42 PM	5:03:01 PM	19	
2	42	5:05:46 PM	5:05:55 PM	9	
2	43	5:06:16 PM	5:06:28 PM	12	
2	44	5:10:43 PM	5:11:08 PM	25	
2	45	5:12:12 PM	5:12:14 PM	2	
2	46	5:12:26 PM	5:12:29 PM	3	
2	47	5:13:18 PM	5:13:33 PM	15	
2	48	5:22:45 PM	5:23:09 PM	24	
2	49	5:23:29 PM	5:23:32 PM	3	
2	50	5:25:14 PM	5:25:25 PM	11	
2	51	5:26:48 PM	5:26:57 PM	9	
2	52	5:26:53 PM	5:27:03 PM	10	
2	53	5:27:51 PM	5:28:05 PM	14	
2	54	5:29:27 PM	5:29:29 PM	2	
2	55	5:29:37 PM	5:29:39 PM	2	
2	56	5:29:40 PM	5:29:41 PM	1	
2	57	5:29:46 PM	5:29:51 PM	5	
2	58	5:30:52 PM	5:30:54 PM	2	
2	59	5:30:55 PM	5:30:57 PM	2	
2	60	5:31:00 PM	5:31:02 PM	2	
2	61	5:32:31 PM	5:32:37 PM	6	
2	62	5:33:20 PM	5:33:24 PM	4	

**Summary Information:**

3:31:00 PM - 5:34:00 PM	WBLR	SBL
Total Vehicle Count:	74	62
Delayed Vehicle Count:	74	62
Through Vehicle Count:	0	0
Average Stopped Time:	17.23	9.758
Maximum Stopped Time:	108	46
Min. Secs. for Delay:	0	0
Average Queue:	0.17	0.084
Queue Density:	1.09	1.116
Maximum Queue:	3	3
Delay in Vehicle Hour:	0.17	0.08
Total Delay:	1275	605

Gap Spreadsheet for North Main Street at Hersey/Wimer  
 Ashland Post Road Diet Analysis

Date: Thurs July 11, 2013  
 3:30-5:30 PM

Cap size	# of	Mult. factor	Wimer EBR gaps	# of	Mult. factor	Hersey WBR gaps	# of	Mult. factor	Both Wimer-Hersey EB-WB Left-Thru gaps
6 to 7	62	1	62	69	1	69	NA	NA	NA
8 to 9	36	1	36	38	1	38	29	1	29
10 to 11	24	2	48	34	2	68	17	1	17
12 to 13	23	2	46	18	2	36	9	2	18
14 to 15	16	3	48	13	3	39	8	2	16
16 to 17	18	3	54	17	3	51	4	3	12
18 to 19	19	4	76	15	4	60	3	3	9
20 to 21	8	4	32	5	4	20	2	4	8
22 to 23	13	5	65	6	5	30	1	4	4
24 to 25	7	5	35	6	5	30	1	5	5
26 to 27	3	6	18	5	6	30	1	5	5
28 to 29	3	6	18	5	6	30	0	6	0
>29	16	6	96	13	6	78	0	6	0
<b>Total</b>			<b>634</b>			<b>579</b>			<b>123</b>







