

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, February 14, 2011

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

1. **CALL MEETING TO ORDER:**
 - A) Oaths of Office
 - B) Review and approve minutes of January 11, 2011
2. **COMMUNICATIONS FROM THE FLOOR:**
3. **PUBLIC HEARING:**
 - A) TSC-11-001: Crestview Drive at Hoskins Street – Request for Crosswalk
4. **NEW BUSINESS:**
 - A) TSC-11-002: Illinois Street – Speed Review
 - B) TSC-11-006: Main Street – Marked Crosswalk Request
 - C) TSC-11-007: Haworth Avenue – Yellow Curb Request
5. **OLD BUSINESS:**
 - A) TSC-11-004: Zimri Drive – Speed Zone Revisit
 - B) Discussion with City Attorney: Traffic Safety City Code revisions and ethics
6. **STAFF REPORTS - GENERAL INFORMATION:**
 - A) Police Update
 - B) Engineering update
7. **ADJOURN TO NEXT MEETING:** March 14, 2011

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting.

To request these arrangements, please contact the city recorder, at (503) 537-1283.

For TTY service please call (503) 554-7793

Posted: February 7, 2011

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Tuesday, January 11, 2011
Public Safety Building, 401 E. Third Street, Newberg, OR

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

CALL MEETING TO ORDER

Members

Present: Neal Klein Lesley Woodruff Doris Brandt Karl Birky
 Shannon Eoff Ron Johns James Oravetz Josi Fettig

Members

Absent: Dianna Cotter (excused) Ronald Sult (unexcused)

Staff

Present: Brian Casey, Police Chief Paul Chiu, Senior Engineer
 Mary Newell, Service Supports Manager Jennifer Nelson, Recording Secretary

Ex Officio

Present: Mayor Bob Andrews

Others

Present: Jadene Stensland

CHAIR NEAL KLEIN CALLED THE MEETING TO ORDER AT 7:06 PM.

A) Oath of Offices

Mayor Andrews conducted the Oath of Offices.

B) Nomination and election of Chairperson of the Traffic Safety Commission

See motion #1 below.

C) Nomination and election of Vice-Chair for the Traffic Safety Commission

MOTION #1: Brandt/Johns to retain the present officers with Commissioner Neal Klein as the Chairperson and Commissioner Lesley Woodruff as the Vice-Chair. (7 Yes/0 No/2 Absent [Cotter, Sult]) Motion carried.

D) Review and approve minutes of November 8, 2010.

MOTION #2: Brandt/Johns to approve the Traffic Safety Commission Minutes for November 8, 2010. (7 Yes/0 No/2 Absent [Cotter, Sult]) Motion carried.

COMMUNICATIONS FROM THE FLOOR

Councilor Ryan Howard reported updates on the 2010-11 Bicycle Safety Mini-Grant received by the Alliance for Community Traffic Safety in Oregon.

NEW BUSINESS

A) TSC-11-001: Crestview Drive at Hoskins Street

TIME – 7:30 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report and passed out additional photos of the area (see official meeting packet for full report).

Mayor Bob Andrews referred to the stop sign at the intersection being a nuisance before because it is set way back and he wondered how a crosswalk would line up with that. Mr. Chiu replied the stop sign would have to be relocated further east. Mayor Andrews wondered how this would impact the administration of traffic laws for drivers stopping there.

Mr. Brian Casey, Police Chief, replied it does not impact enforcement.

Ms. Jadene Stensland spoke of her kids using this crosswalk to get to school and there being a crossing guard on payroll to walk kids to Center Street and Crestview Drive; however, because more kids go to west side than east the guards go with the majority. Six kids have to travel to the east without a crossing guard and it would be safer to have markers there. There are additional benefits to having the crosswalks marked because Northside Community Church is on the southeast corner and one of the designated parking spots is for the soccer field; a lot of venues will be using that area soon and would benefit from this. As a professional engineer she is aware there are utility conflicts on the southwest corner, she also recommends suggesting sidewalks as a condition to George Fox University (GFU) when they make their improvements. She spoke of the safe routes to school program and how Mabel Rush Elementary is the only school receiving funds from this; she would like to see Newberg get more of this funding. She had several photographs on a slideshow that she brought with her and showed them during her report (see official meeting packet for full report).

Commissioner Ron Johns agreed this is not the greatest intersection. He did not think it was safe to put a crosswalk on the east side because it would be midblock and there could be dangerous situations, especially with two houses that both have business truck there blocking views. He felt the southwest corner would be better and a sidewalk would definitely be needed.

Ms. Stensland suggested a diagonal placement of the crosswalk. Mr. Chiu was concerned this would increase the distance.

Commissioner Shannon Eoff spoke of the neighbors being sensitive about having less parking, but felt installing the crosswalks would help with increased foot traffic and would be proactive.

Commissioner Ron Johns spoke of the area between the sidewalk and the street having soil, not grass, and if it would be necessary to put concrete in there. Mr. Chiu stated if the crosswalk ends in the planter strip then some sort of all weather walking surface would need to be provided, concrete is typically used.

Commissioner Karl Birky asked about public right of way in the area and if the city allows people to park in an intersection. Mr. Chiu replied there is fifty-seven feet of right of way on the east side, and fifty feet on the other and that parking in that area of a “T” intersection is okay.

Mayor Andrews asked about the placement of school zone signs in this area and thought they may want to discuss this with the school district. He also wondered if the crosswalk had to be at an intersection or if it could be midblock. Mr. Chiu stated midblock crosswalks were undesirable.

Chair Klein asked about the budget and costs for a sidewalk on the south side of Crestview Drive. Mr. Chiu did not have an estimate, but he believed they would be substantial because of a large tree between Meridian Street and Hoskins Street as well as other utilities; they would also need to require additional right-of-way around the corner. Chair Klein spoke of the increased vehicle and pedestrian traffic that will come with the football and soccer fields and felt it may behoove the city to make improvements now, especially with the Americans with Disabilities Act (ADA) requirements; he felt approaching GFU as a partner may be a good start.

Commissioner James Oravetz stated he needed more information before he would be ready to make a decision.

Commissioner Birky referred to the discussion of making the crosswalk bigger and taking away parking spots; he wondered why the city would be so concerned with inconveniencing someone parking on a city street in order to put in a crosswalk for safety.

Commissioner Klein recommended they table the matter until next month requesting staff to contact and invite representatives from GFU to talk of what they foresee the major transportation routes for people attending sports events before pushing forward on something without a big picture view. He also felt it would be helpful for the commissioners to see what the transportation plan for that area is as well. He felt proposing a limited decision at this point would create problems and he would rather get people together for discussions so everyone is on the same page before a formal hearing. He also requested staff to contact the school to have a representative at the next meeting as well.

B) Safe routes to school

This item was brought up by staff and was not on the agenda.

Mr. Chiu spoke of the Safe Routes to School application and the action plan Ms. Shannon Stueckle came up a little over a month ago. They consulted with the Oregon Department of Transportation (ODOT) for assistance and submitted a notice of intent last November which was accepted by the program managers. Since it is a federally funded program he is asking for the Traffic Safety Commission's support in letter form to include with the application and hopefully increase their chances of being awarded the funding.

MOTION #3: Brandt/Oravetz to fully support the joint application by the City of Newberg and Mabel Rush Elementary School for the Safe Routes to School (SRTS) funding administered by ODOT to enhance safety and access for school children walking and bicycling between Mabel Rush and their homes. (7 Yes/0 No/2 Absent [Cotter, Sult]) Motion carried.

OLD BUSINESS

A) TSC-10-010: Sitka Avenue – north of Highway 99W

TIME – 8:25 PM

Mr. Chiu presented the staff report and reviewed the data from the traffic survey requested to be completed again while school is in session (see official meeting packet for full report).

Mayor Andrews asked about the comparison of the numbers when school is convening and when it is letting out. Mr. Chiu compared the July and December data and reported thirty more vehicles for southbound traffic and twenty more compared to when school is in session; overall the volume and speed are higher when school is in session. Staff recommended more police presence in that area at this time.

Chief Casey replied he would certainly share the data with his traffic team and consider more presence with the radar trailer again, as it had some impact previously.

Chair Klein also suggested using some sort of school resource, like the school newsletter, to communicate that increase during the school year and educate the students and parents driving in that area.

Chair Klein recessed at 8:33 PM and reconvened at 8:44 PM.

B) TSC-10-012: Foothills Drive at N College Street

TIME – 8:44 PM

Mr. Chiu presented the staff report stating the collected traffic data did not warrant a signal (see official meeting packet for full report).

STAFF REPORTS - GENERAL INFORMATION

A) Police Update

Chief Casey spoke of articles in The Graphic and an officer's recent involvement in a vehicular crash, the last accident when the department was at fault was in 2006; there were no injuries. Another article addressed the number of citations issued by the police department and a comment about Newberg being a speed trap; he addressed this by saying there are more complaints received that there are not enough citations being written than there are that they are writing too many.

B) Engineering Update

Mr. Chiu gave updates on funding received in the form of two grants from ODOT to install pedestrian activated crossings at Hwy 219 and Everest as well as pedestrian crossings over three sets of railroad tracks on N. College Street. He also mentioned the upcoming training on January 15, 2011. Concerning the recent fatal accident there will be other changes in addition to the pedestrian activated crosswalks such as brighter street lights with longer arms to get light on the pavement and an elevated island on the southwest corner of the intersection.

C) Items from Commissioners

Ms. Mary Newell, Service Supports Manager, showed new commissioners how to access their email accounts.

Mayor Andrews announced the newly created Mayor's Cabinet will be convening on Tuesday, January 25, 2011 at 7:30 AM at the Providence Newberg Medical Center.

Student Commissioner Josi Fettig added some additional information concerning speeds on Sitka Avenue stating that information can more easily distributed to the student body through the morning announcements, rather than the school newsletter as mentioned in earlier discussions.

Commissioner Lesley Woodruff suggested waiting to do all future traffic studies that are requested until the school year is in session since two recent ones were requested to be redone to get more appropriate numbers.

Chair Klein reminded the commission that a work session will be held prior to the next month's meeting starting at 5:30 PM. The major items intended for discussion will be professional etiquette as commissioners and revising the ordinance that governs this body with the City Attorney. He also reminded anyone, including new members, to schedule their ride-along with a police officer as soon as possible, if they have not done so.

Mr. Chiu spoke of a suggestion from a year ago to place articles on the city's website about traffic related news or practices.

Chief Casey added the traffic team has a program with The Graphic to print an article on hot topics every month, this could be added to the website as well.

Student Commissioner Fettig also suggested adding a link on the school's website to these updates on the city website as another means of getting the information out to students.

ADJOURN TO NEXT MEETING

The meeting adjourned at 9:24 PM until February 14, 2011.

Approved by the Newberg Traffic Safety Commission this 14th day of February, 2011.

Jennifer L. Nelson
Recording Secretary

Neal S. Klein
Traffic Safety Commission Chair



**Newberg-Dundee
Police Department**

P.O. Box 970
401 E. Third Street
Newberg, OR 97132
(503) 538-8321
Brian Casey
Chief of Police

February 7, 2011

Dear Property Owner:

RE: Public Hearing on request for Crosswalk on Crestview Drive at Hoskins (File #TSC-11-001)

The Traffic Safety Commission (TSC) at their meeting on **February 14, 2011**, will receive public comments to consider

**Establishing a crosswalk across Crestview Drive
at the intersection with Hoskins Street.**

You are notified as an adjacent neighborhood property owner to provide comments on this consideration. Traffic Safety Commission may reach a decision on this subject matter and provide a 14-day comment period should a traffic decision be made at this meeting. You may provide comments by mailing them to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

A concerned citizen came before the Traffic Safety Commission in January and asked for the Commission to consider adding a marked crosswalk at this intersection to better accommodate school children going to and from school. The Commission discussed this option, but tabled the issue until the February meeting in order to invite all parties who might possibly be affected by any decision(s) made on this request. Crosswalks at intersections are implied per ORS 811 and can be marked at any time without Traffic Safety Commission approval. However, given the circumstances with the possible elimination of on-street parking, a public hearing is being held.

Please call (503) 537-1221 if you have questions or require additional information. Thank you.

Sincerely,

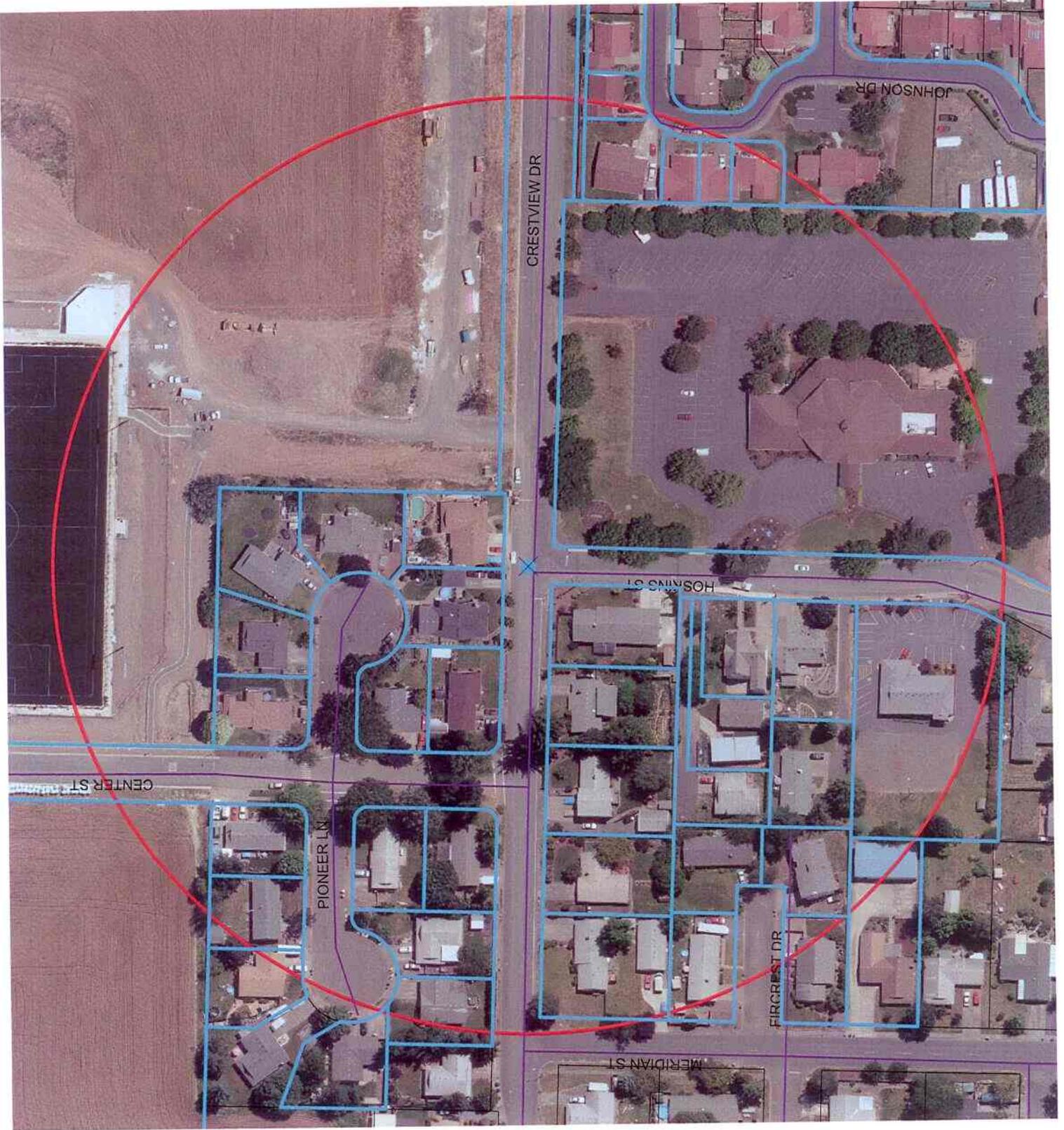
A handwritten signature in cursive script that reads 'Mary Newell'.

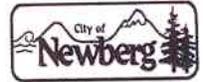
Mary Newell
Newberg Traffic Safety Commission

Enclosure

Cc: Newberg Public Works

TSC-11-001





MEMORANDUM

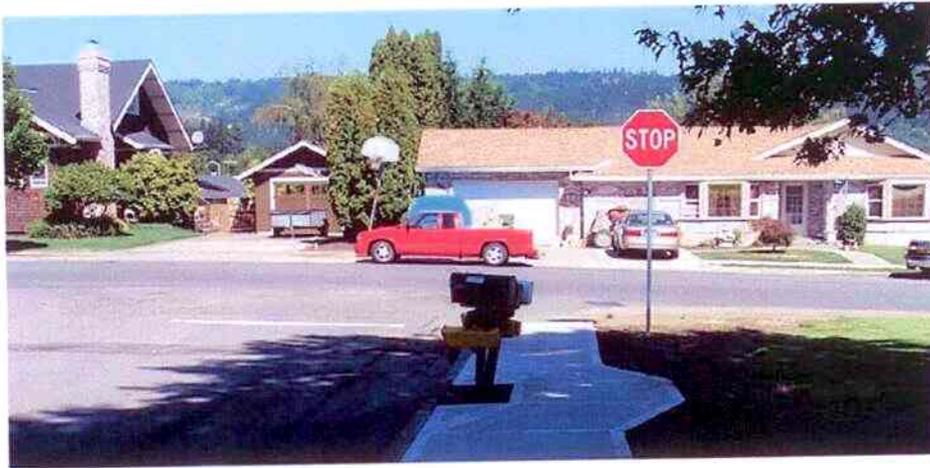
January 3, 2011

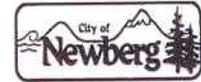
To: Newberg Traffic Safety Commission
From: Paul Chiu, PE, Senior Engineer *Rice*

RE: TSC-11-001 \Request for a Marked Crosswalk across Crestview Drive at Hoskins Street

On November 5, 2010, Ms. Jadene Stensland informed Engineering staff that her kids "walk to school and must cross a bad intersection at Crestview and Hoskins" and therefore, would like to have a North-South crosswalk striping installed.

For visualization, two photos are attached: the top showing the right (or east) side and the bottom the left (or west) side of the tee intersection of Crestview Drive and Hoskins Street.



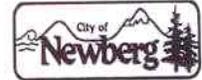


MEMORANDUM

If the proposed crosswalk is installed at the stop sign, it will require about 120 feet of thermoplastic marking and also require the elimination of parking on 20 feet either side of the proposed marked crosswalk, effectively removing all parking in front of the house located on the north side of the street. This would be a challenge due to the particular site constraint. The curb also has to be painted yellow for this purpose.

Crosswalks at intersections are implied per ORS 811 and can be marked at any time without TSC approval. However, given the circumstance with the elimination of all on-street parking there, it would be prudent to have Traffic Safety Commission render a decision on this request.

Please contact staff members if you have any questions. Thank you.



MEMORANDUM

February 4, 2011

To: Newberg Traffic Safety Commission
 From: Paul Chiu, PE, Senior Engineer *PC*

RE: TSC-11-002 \Request for Speed Review on Illinois Street



Traffic data was collected in 2011 during the period of January 11 thru 13. This street needs some attention upon review of the traffic data:

WB Traffic	0-25 MPH	25-30 MPH	>30 MPH	Speeding
3148	725	1575	847	
49.7%	23.0%	50.0%	26.9%	76.9%
EB Traffic	0-25 MPH	25-30 MPH	>30 MPH	Speeding
3180	671	1543	966	
50.3%	21.1%	48.5%	30.4%	78.9%
Combined Traffic	85% tile			
	31.7 MPH			

- Eastbound and westbound traffic are fairly balanced.
- WB has 26.9% speeding above 30 MPH while EB has 30.4% speeding above 30 MPH.
- Enforcement during 3-7 pm on Illinois Street is advised.

Please contact staff members if you have any questions. Thank you.

Description 1: Illinois between Deskins & Washington
 Description 2:
 Description 3:

Site: Illinois between Deskins &
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Volume Grand Totals

	Average Hourly Volumes		
	East Bound	West Bound	Combined
12:00 AM	3.7	5.0	8.7
1:00 AM	2.7	12.0	14.7
2:00 AM	1.7	11.7	13.3
3:00 AM	3.0	6.7	9.7
4:00 AM	19.0	4.3	23.3
5:00 AM	79.7	14.0	93.7
6:00 AM	80.7	33.0	113.7
7:00 AM	124.7	56.0	180.7
8:00 AM	109.0	81.0	190.0
9:00 AM	62.3	63.3	125.7
10:00 AM	58.0	57.0	115.0
11:00 AM	72.7	74.7	147.3
12:00 PM	64.5	75.5	140.0
1:00 PM	63.5	61.5	125.0
2:00 PM	85.0	95.5	180.5
3:00 PM	85.5	141.0	226.5
4:00 PM	104.5	175.5	280.0
5:00 PM	83.0	114.0	197.0
6:00 PM	66.5	97.5	164.0
7:00 PM	35.0	59.0	94.0
8:00 PM	35.5	55.0	90.5
9:00 PM	22.0	37.5	59.5
10:00 PM	11.5	20.0	31.5
11:00 PM	8.0	14.0	22.0
ADT	1281.5	1364.7	2646.2

Study Grand Totals		
East Bound	West Bound	Combined
3180	3148	6328
50.3 %	49.7 %	

From: Paul Chiu [mailto:paul.chiu@newbergoregon.gov]
Sent: Wednesday, February 02, 2011 10:37 PM
To: KARGEL Angela J
Cc: JORDAN Donald L; Mary Newell
Subject: FW: Cross-walk at N. Main & North Street (City file # TSC-11-006)\REQUEST

Angela,

We have received a request for a marked crosswalk on Highway 240 in Newberg as noted in the email below. We forward this to your attention because you have the jurisdiction over this right-of-way.

Please advise us what your process will be to evaluate the merits for such a request and how much time it may take. I assume that your evaluation will indicate either acceptance or rejection of the request with an explanation.

Thank you.

Paul Chiu, P.E.
Senior Engineer - Newberg Public Works/Engineering
P O Box 970, Newberg, OR 97132
Direct: 503-554-1751 Fax: 503-537-1277

From: Paul Chiu
Sent: Wednesday, February 02, 2011 9:20 AM
To: Dave Jeffery (TSC-11-006)
Cc: Mary Newell
Subject: RE: Cross-walk at N. Main & North Street (City file # TSC-11-006)

Dave,

We received your 6 photos with the request for a crosswalk across Main Street at the North Street intersection. Main Street is also known as Highway 240 at this location. ODOT has the jurisdiction over Highway 240. We will contact ODOT staff regarding your request. Thank you.

Paul Chiu, P.E.
Senior Engineer - Newberg Public Works/Engineering
P O Box 970, Newberg, OR 97132
Direct: 503-554-1751 Fax: 503-537-1277

From: Dave Jeffery [mailto:xxx]
Sent: Tuesday, February 01, 2011 8:30 PM
Subject: Cross-walk at N. Main & North Street

2 February 2011

Thank you Mary & Paul for starting this cross-walk request process, we really appreciate your assistance.

From what we have seen & witnessed a cross-walk at the 600 block of N. Main & North Street would be a benefit to this area of Newberg and allow for public safety in a high traffic location.

We purchased the 'Historic Stone Church' approximately one year ago & have renovated this 1908 church into a wedding chapel, conference center & Sunday worship venue. There seems to be many school age children & young people who walk the sidewalks along N. Main Street & there is no cross-walk for many blocks, so the kids 'J-walk' across this busy street.

We are in discussion with Allen Equipment about using their parking lot for some of our events, so a cross-walk at North Street & N. Main Street would be very helpful, as well as provide a new level of public safety for this busy area of Newberg.

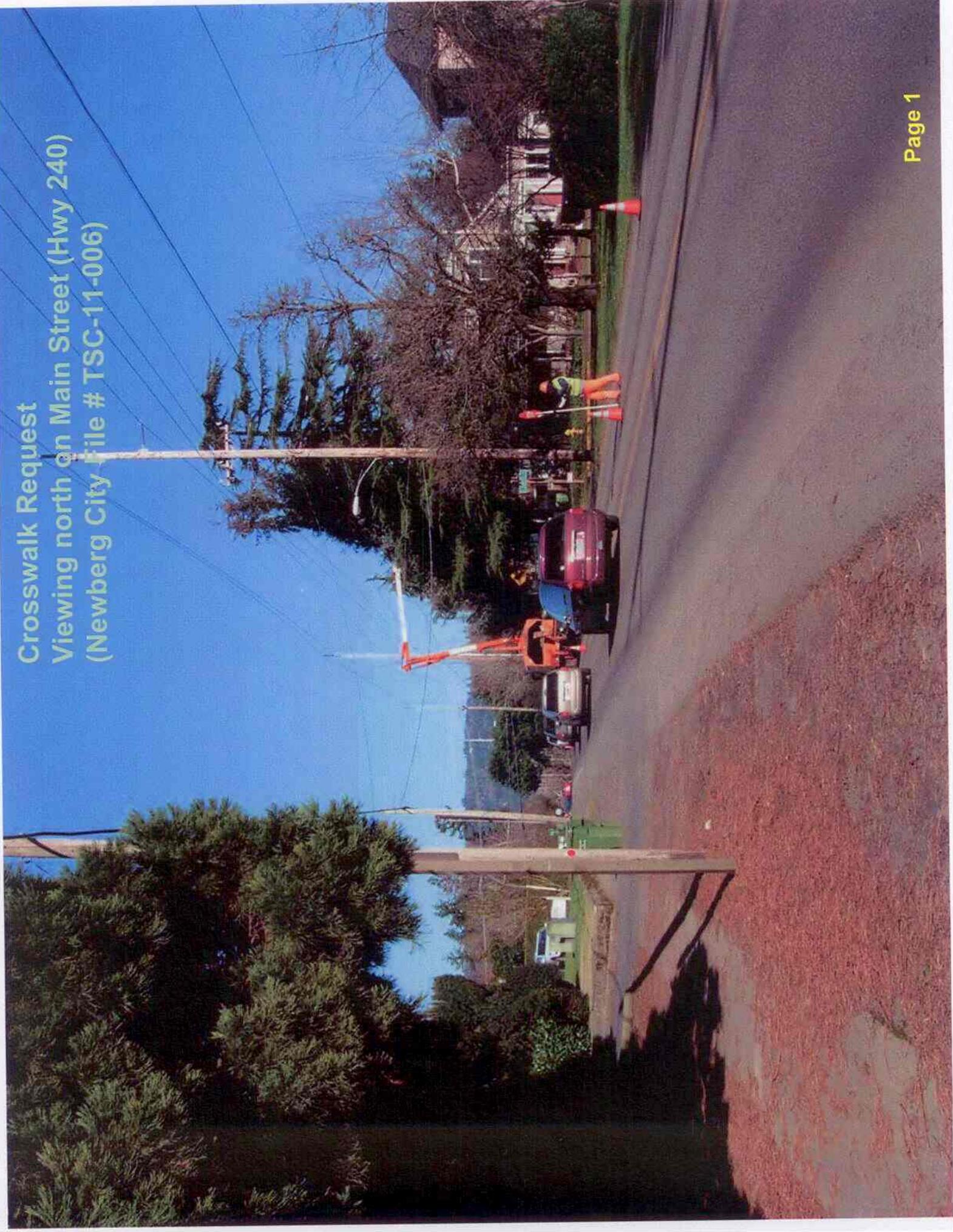
I am sending you 6 pictures, (from North, South, East, & West) so you can identify the proposed cross-walk location.

Thank you very much,

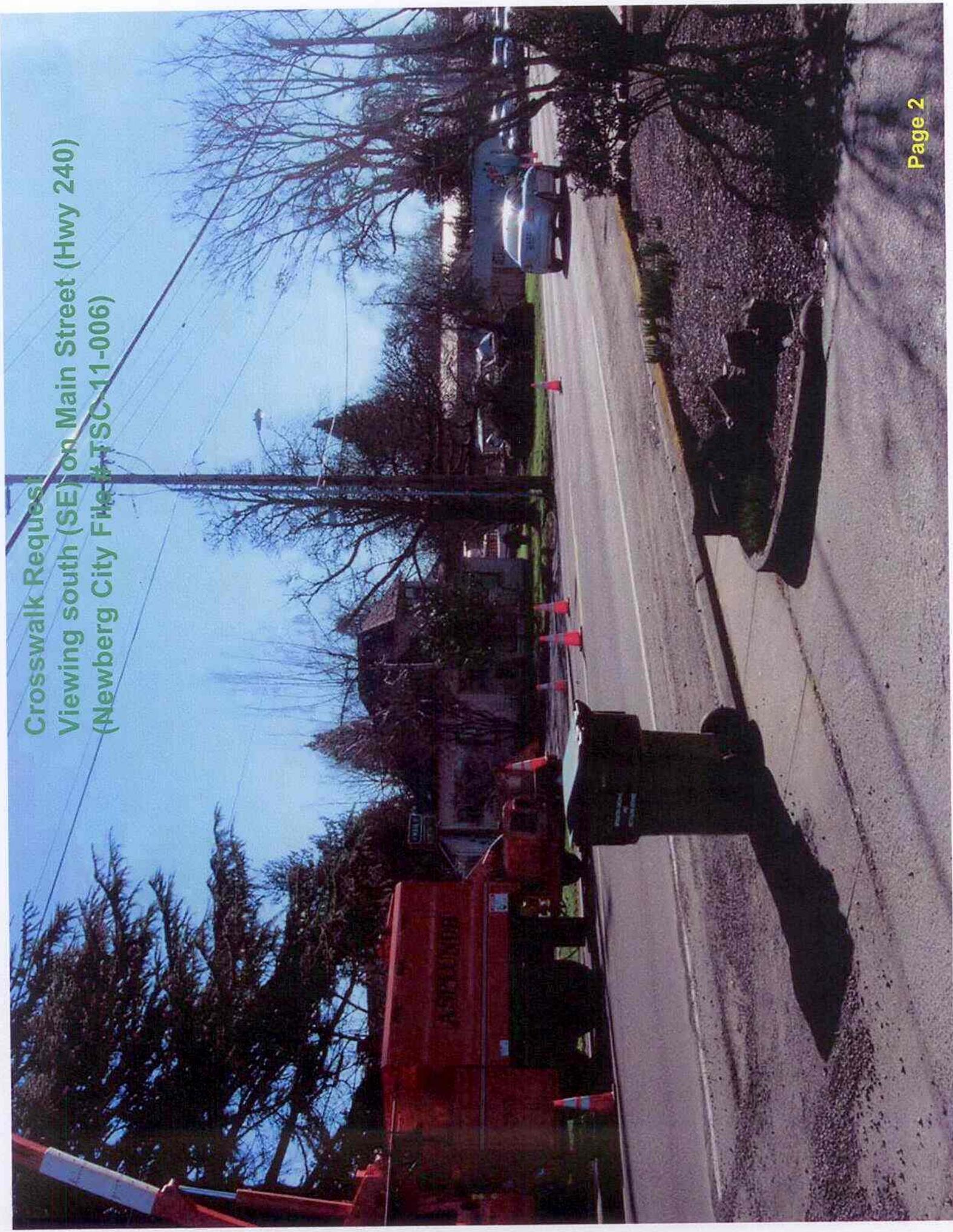
Gratefully yours,

Dave Jeffery
6xx N. Main Street
Newberg, OR 97132

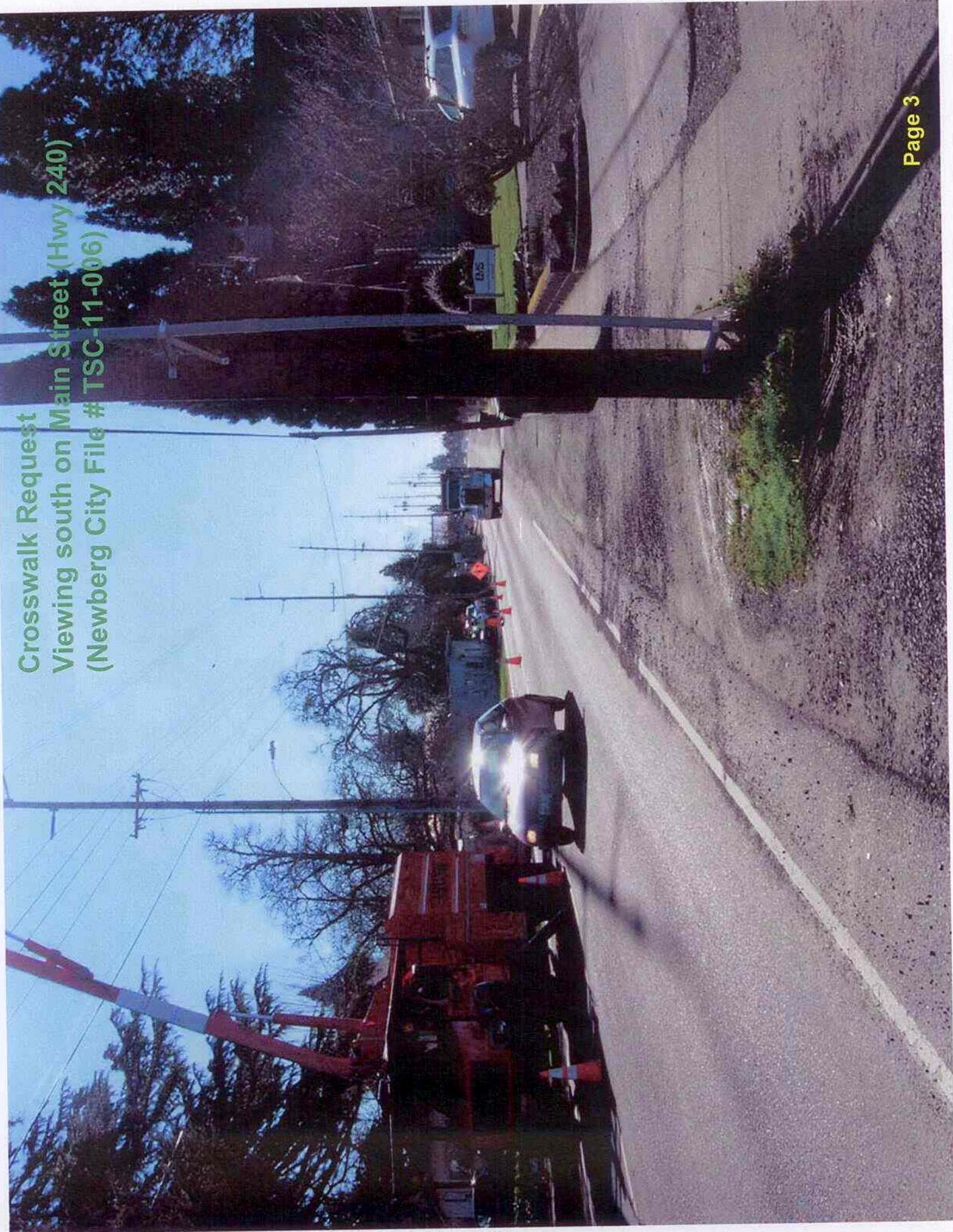
Crosswalk Request
Viewing north on Main Street (Hwy 240)
(Newberg City File # TSC-11-006)



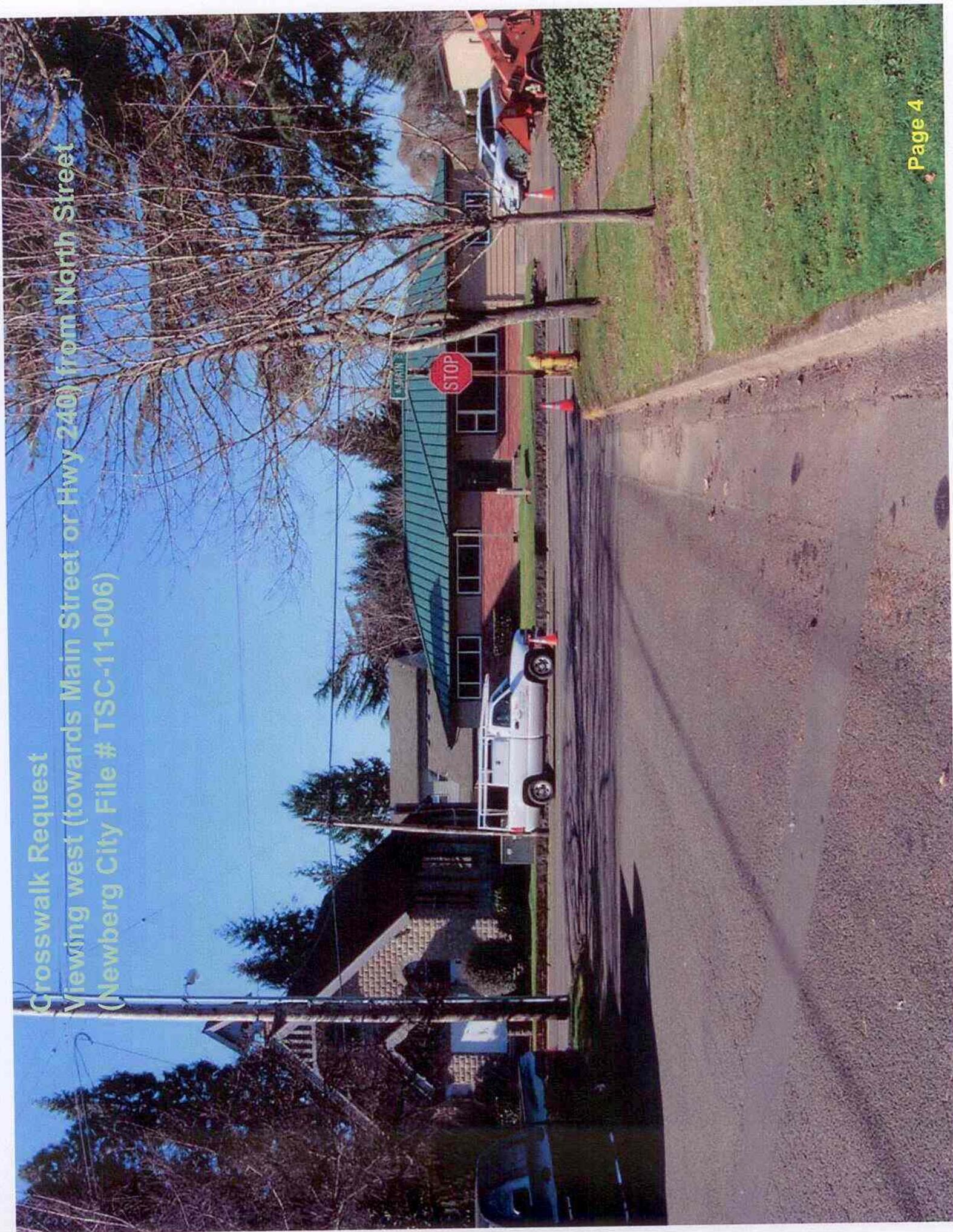
Crosswalk Request
Viewing south (SE) on Main Street (Hwy 240)
(Newberg City File # TSC-11-006)



Crosswalk Request
Viewing south on Main Street (Hwy 240)
(Newberg City File # TSC-11-006)



Crosswalk Request
Viewing west (towards Main Street or Hwy 240) from North Street
(Newberg City File # TSC-11-006)



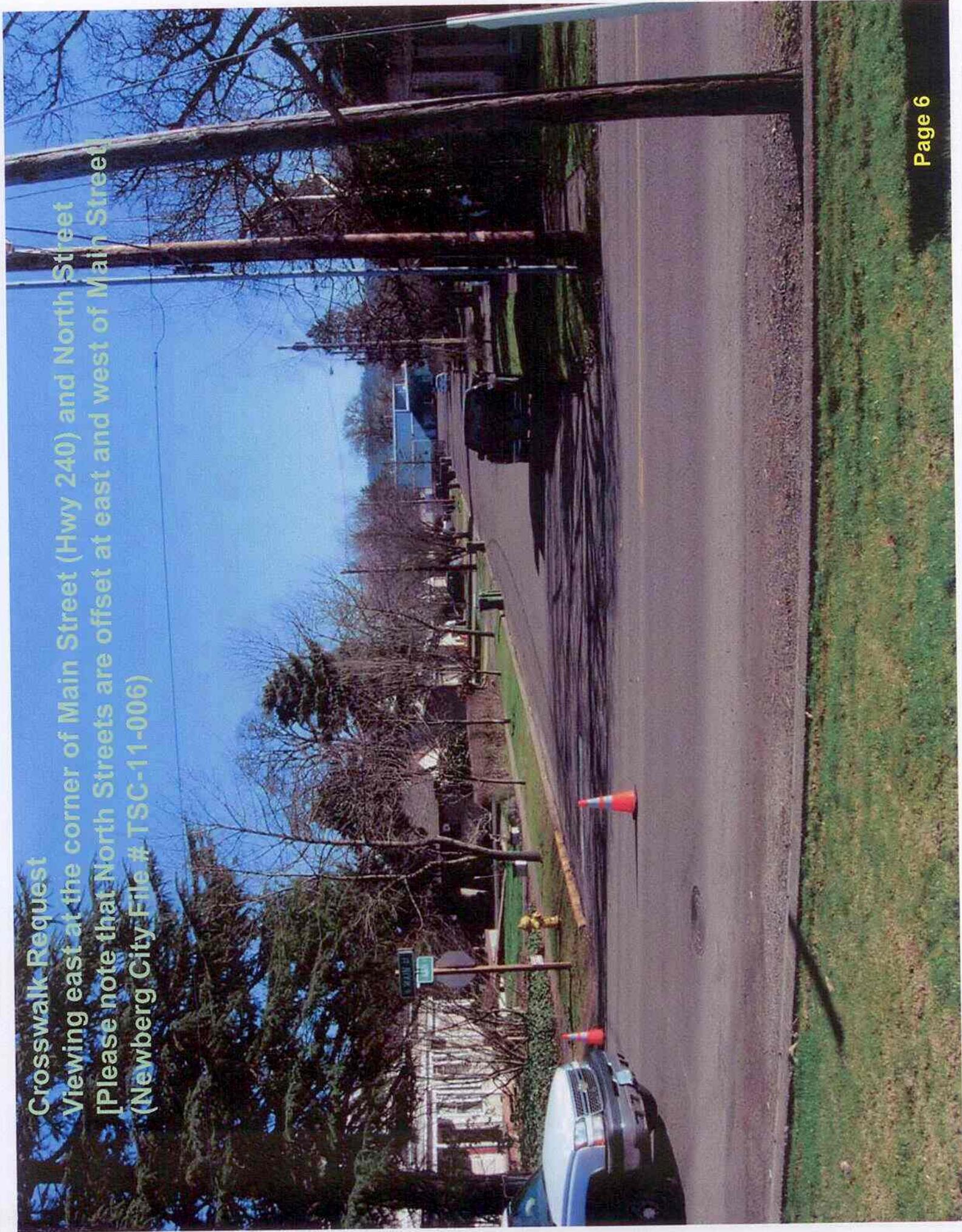
Crosswalk Request

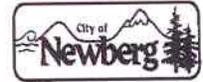
**Viewing east at the corner of Main Street (Hwy 240) and North Street
(Newberg City File # TSC-11-006)**



Crosswalk Request

Viewing east at the corner of Main Street (Hwy 240) and North Street
[Please note that North Streets are offset at east and west of Main Street]
(Newberg City File # TSC-11-006)





MEMORANDUM

February 7, 2011

To: Newberg Traffic Safety Commission
From: Paul Chiu, PE, Senior Engineer *PChiu*

RE: TSC-11-007 \Request for No Parking at Driveway Exit on Haworth Avenue

In January 2010, City received a letter from Chehalem Park and Recreation District (CPRD), requesting the elimination of on-street parking up to 60 feet east and west of their Aquatic Center driveway/parking lot exit. The CPRD Aquatic Center is located at 1802 Haworth Avenue. This is accomplished by painting the existing curb yellow.

Staff reviewed the request (see attached CPRD letter, photos and parking information). Based on site visit, staff recommended that the existing curb be painted yellow for no parking up to 60 feet on either side of the exit on Haworth Avenue.

Please contact staff members if you have any questions. Thank you.



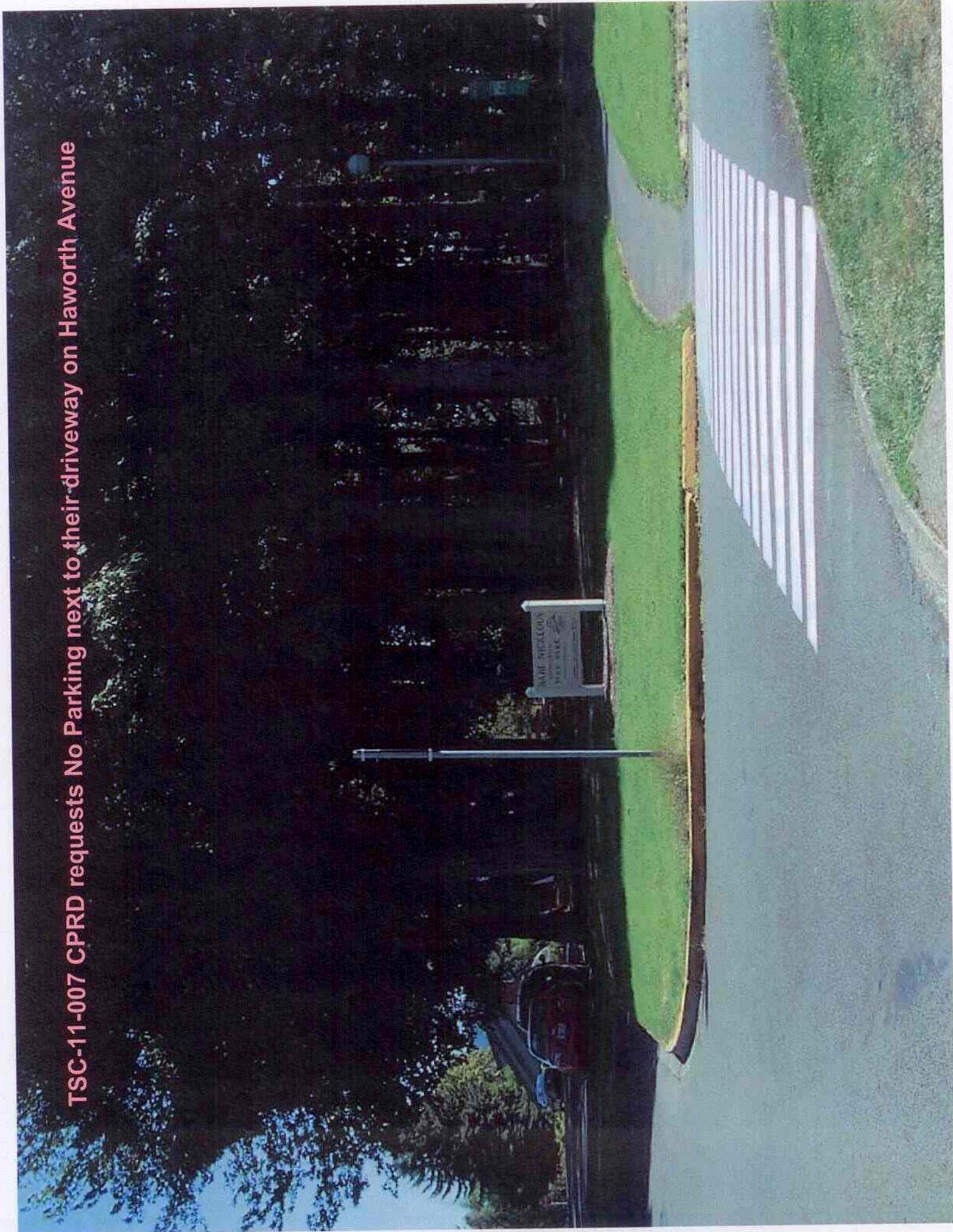
TSC-11-007 CPRD requests No Parking next to their driveway on Haworth Avenue



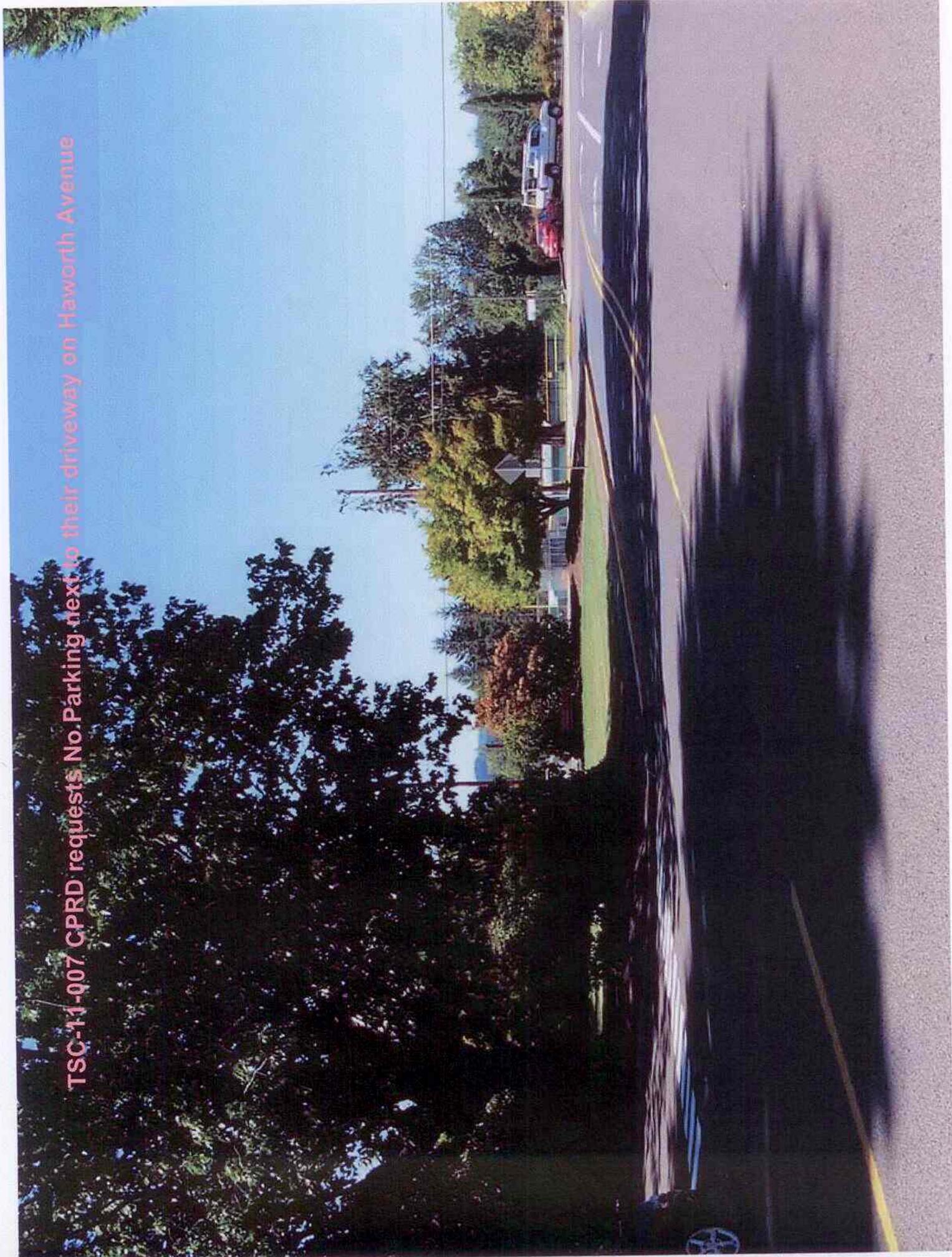
MSC-11-007 CPRD requests No Parking next to their driveway on Haworth Avenue



TSC-11-007 CPRD requests No Parking next to their driveway on Haworth Avenue



TSC-11-007 CPRD requests No. Parking next to their driveway on Haworth Avenue





Chehalem Park and Recreation District

125 S. Elliott Road, Newberg, Oregon 97132
(503) 537-2909 • (503) 538-9669 Fax

January 10, 2011

Mary Newell
Traffic Safety Committee
401 E. 3rd St.
Newberg, OR 97132

Traffic Safety Committee Members,

The Chehalem Park and Recreation District has received several complaints from the general public as well as employees concerning the unsafe exit onto Haworth Ave. from the aquatic center Parking lot located at 1802 Haworth Ave.

What is occurring is that people park on Haworth right next to the aquatic center exit. It is extremely difficult to see traffic in either direction. To make matters worse, Haworth is not a straight street so you have to inch your car out even farther into oncoming traffic to see what is coming in either direction.

Haworth is a busy street used by people trying to get around traffic on 99W as well as high school students traveling back and forth to the high school.

The Chehalem Park and Recreation District is requesting at the minimum a no parking zone (yellow painted curb) at least two parking space lengths on either side of the aquatic center exit. With this accomplished, the public will have a better view of oncoming traffic and will make for a much safer exit from the aquatic center parking lot.

If you have questions, or need me to testify in front of the committee please do not hesitate to contact me at 503-209-2222.

Sincerely,

A handwritten signature in blue ink that reads "James McMaster". The signature is fluid and cursive.

James McMaster,
Park Supervisor

CHEHALEM PARK & RECREATION DISTRICT

District Office: 125 S. Elliott Road, Newberg, OR 97132 503-537-2909

WE ARE HERE TO SERVE YOU

Received
12/20/10



CONFIDENTIAL

WE WELCOME SUGGESTIONS & COMPLAINTS

We welcome suggestions, complaints or any comments concerning programs, facilities or personnel at the Chehalem Park & Recreation District.

Which of the following programs do you participate in?

Swim Lessons _____ CARE/Preschool _____ Gymnastics _____

Dog Obedience _____ Kyuki-Do _____ Ballet _____

Quilting _____ Sports (please specify) _____

Other (please state) Street Hazard

Please describe your suggestion/complaint: Must Yellow curb
each direction from exit out of Aquatic center
& especially the east side exit

Recommendation: This is the most hazardous street entry
I know of when the street is full of parked cars,
The line of sight is completely obscured. It is the cities
jurisdiction, but CPRD's responsibility to assist this
be done. I have personally mentioned this to both city
& CPRD staff in the past. Thank You

We are here to serve you. If you would like to discuss your suggestion or complaint, we would be happy to contact you immediately. Your information will be kept confidential.

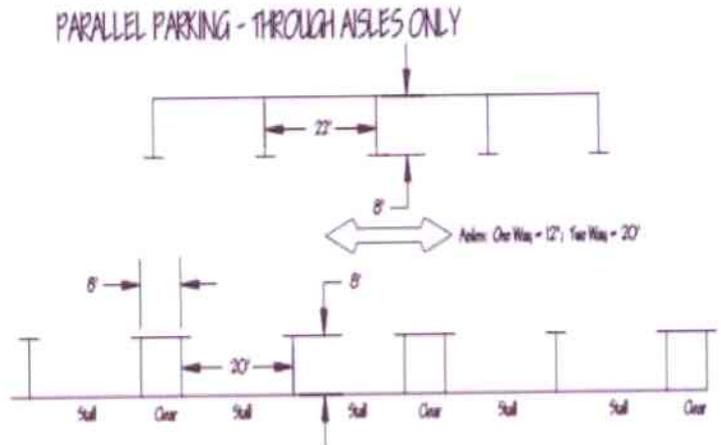
12-17-10

OPTIONAL: Name: Ken Crotau

Address: _____

Phone: 503-538-4737

The Chehalem Park and Recreation District Board of Directors meets the 4th Thursday of every month, except for November and December, at 7pm, located at 125 S. Elliott Road. Please feel free to attend these meetings to discuss any concerns you may have.



90° PARKING - THROUGH or DEAD-END AISLES

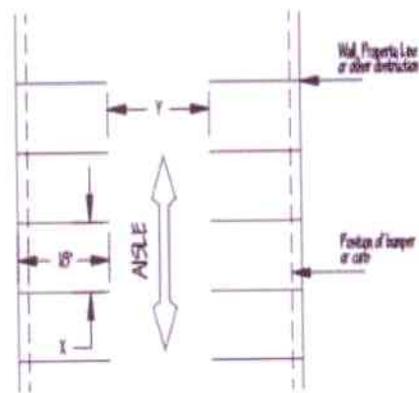


Diagram 2

TABLE OF DIMENSIONS (in feet)						
Stall Width With Corresponding Aisle Width						
Stall Width = X	9	9.5	10	10.5	11	12
Aisle Width = Y	24	24	22	22	20	20

NOTES FOR DIAGRAM 2:

1. Bumpers must be installed where paved areas abut street right-of-way (except at driveways).
2. No stalls shall be such that cars must back over the property line to enter or leave stall.
3. Stalls must be clearly marked and the markings must be maintained in good condition.
4. The sketches show typical situations to illustrate the required standards. For further information or advice, contact the Community Development Department at 537-1210.



Oregon

Theodore R. Kulongoski, Governor

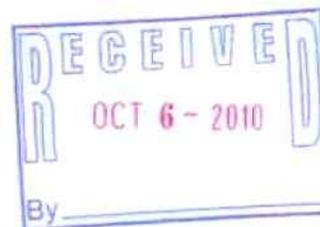
Department of Transportation

Traffic-Roadway Section
355 Capitol St NE 5th floor
Salem, OR 97301-3871
(503) 986-3568
Fax: (503) 986-4063

October 1, 2010

File Code: TRA 7-2

^{Senior}
Paul Chiu, **City Engineer**
City of Newberg
PO Box 970
Newberg, OR 97132-0970



Re: Zimri Drive Speed Zone Investigation, Request ID #6643

Dear Paul:

We sent to you the speed zone investigation report for Zimri Drive in June and asked that you let us know if you agreed with the recommendation. In your September 14 letter, you asked that we reconsider the recommendation of retaining the existing 45 mph speed zoning and establish a 35 mph zone in the portion within the city limits from its intersection with Mountainview Drive to a point 875 feet north of Mountainview Drive.

You stated issues with the steep grade during wet or winter season as one of your concerns. Speed zones are set for all conditions and drivers must make those concessions during the winter season for all roads. You also stated concerns with no turn lane for a particular development. Visibility appears to be good. Your last concern was in reference to no posted speed transition for southbound vehicles approaching the stop location at Mountainview Drive. We do not post speed zones for this situation. As stated above, there is good visibility approaching the Stop sign and there have not been any reported crashes at the intersection.

Paul, having reviewed the investigation, and considering the 85th percentile speed, pace limits, crash data, roadway geometry and road side culture, we can't agree that the data obtained on the south end of Zimri Drive would justify a 35 mph zone. As we stated in our letter of June 23, if our recommendation is acceptable, please let me know. If it is not acceptable, the matter can be presented at the next hearing held to decide contested speed zones.

If you have any questions, please contact me at (503) 986-3609.

Sincerely,

Kathi McConnell
Traffic Investigations Coordinator

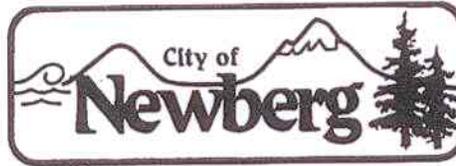
Copy to:

William Gille, Public Works Director, Yamhill County
Angela Kargel, Region Traffic Engineer, ODOT Region 2

KM/cwc



Newberg City Hall
503.537.1240
www.newbergoregon.gov



Public Works Department
Engineering Division
503.554.7705

PUBLIC WORKS DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132 • 503.554.7705 • Fax 503.537.1277

September 14, 2010

Ms. Kathi McConnell, Traffic Investigations Coordinator
Oregon Department of Transportation, Traffic-Roadway Section
355 Capitol Street NE, 5th Floor
Salem, OR 97301-3871

RE: Speed Zone Investigation on Zimri Drive (ODOT's Request ID 6643)

Dear Ms. McConnell,

We received your letter dated June 23, 2010, regarding a speed zone investigation on Zimri Drive. Upon review of the report, we do not agree with your recommendation to retain the 45 mph zone for that portion of Zimri Drive that is within the City of Newberg limit, from its intersection with Mountainview Drive to a point 875 feet north of the said intersection.

Our concerns are noted as follow:

1. The existing street grade is uphill heading north. Zimri Drive at the city limit has a steep grade of 9.35%. Travel on this steep grade is unsafe during wet or winter season because vehicles require longer stopping sight distances.
2. Site developments within the city are urban in nature. The northernmost access to an existing resort, Allison Inn and Spa, from Zimri Drive is only about 100 feet from the city limit. There are no center lanes or left turn lanes for the southbound traffic on Zimri Drive.
3. There is no posted speed transition for southbound vehicles from 45 mph to 0 mph at the stop sign at Mountainview Drive.

We request that you reconsider the speed zone and amend your recommended speed to 35 mph for the City's portion of Zimri Drive. If you have any questions, please feel free to contact me. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Chiu".

Paul Chiu, PE, Senior Engineer
Direct: 503.554.1751
Email: paul.chiu@newbergoregon.gov

c: Dain Eichel, Interim Public Works Director



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Traffic-Roadway Section
 355 Capitol St NE 5th floor
 Salem, OR 97301-3871
 (503) 986-3568
 Fax: (503) 986-4063

June 23, 2010

File Code: TRA 7-2

William Gille, Public Works Director
 Yamhill County
 Public Works Department
 2060 Lafayette Avenue
 McMinnville, OR 97128-9333

Paul Chiu, ^{Sr.} City Engineer
 City of Newberg
 PO Box 970
 Newberg, OR 97132-0970



Dear Bill and Paul,

As you requested, a speed zone investigation has been conducted on Zimri Drive from Bell Road to Mountainview Drive (Request ID 6643). A copy of the report indicating the recommended speed zoning is enclosed.

Please let me know if the speed zone recommendation is acceptable. If it is, existing speed zoning will be retained in a new order that updates descriptions. If it is not acceptable, the matter can be presented at the next hearing held to decide contested speed zones.

Please provide a written response within 60 days after the date of this letter (by 9/16/2010).

If you have any questions, please call me at (503) 986-3609.

Sincerely,

Kathi McConnell
 Traffic Investigations Coordinator

Enclosure(s)

Copy to:
 Weldon Ryan, Traffic Investigator, ODOT Region 2

KM/cwc



Traffic Engineering & Operations
 RECOMMENDED FOR APPROVAL
 File No. 6643
 By K. McConnell Date 6/21/10

OREGON DEPARTMENT OF TRANSPORTATION

CITY

Report of Speed Zone Investigation

ZIMRI DRIVE

Bell Road to Mountainview Drive
 City of Newberg / Yamhill County
 April 27, 2010

APPROVED 6/22/10
E. Finley
 TRAFFIC ENGR.

Recommendation: Retain existing speed zoning but rescind existing SSCB order 157D dated 3/21/84 and SSCB order 158D dated 3/21/84 to update descriptions.

	<u>Existing</u>	<u>Recommended</u>	
<u>Investigated:</u>			
From: Bell Road	45 mph	45 mph	<u>1/</u>
To: 875 feet north Mountainview Drive			
From: 875 feet north Mountainview Drive	45 mph	45 mph	<u>2/</u>
To: Mountainview Drive			

- 1/ Yamhill County
- 2/ City of Newberg

Historical Background:

Investigation requested by: William Gille, Public Works Director, Yamhill County / Paul Chiu, City Engineer, City of Newberg.

Requested Speed: To lower existing 45 mph zone to 35 mph.

Previous Action: Existing SSCB order 157D dated 3/21/84 and SSCB order 158D dated 3/21/84.

RECEIVED
 JUN 28 2010
 By _____

<u>Investigation:</u>	<u>Section</u>
Section Length	0.942 mile
85% Speed	48 mph
2008 Accident Rate*	0
2008 Average Daily Traffic	1743
Culture Type & Density	Moderate Rural
Horizontal Alignment	2 curves
Vertical Alignment	Undulating
Curve Signs & Speed Rider	None
Existing Posted Speed	45 mph
Recommended Speed	45 mph

* Accidents per Million Vehicle Miles

<u>Roadway Data</u>	<u>Section</u>
Surface	Bituminous
Width (Curb to Curb)	22' – 25'
Lanes	2 w/ short partial RTL and partial bike lanes (5'6")
Parking	Partially Prohibited
Shoulders	None
Intersecting Streets	2
Paved	2
Stopped	2
Signalized	0
Pedestrian	6
Bikes	4

<u>Accident Data:</u>	<u>Section</u>
Study Period	1/01/2006 – 1/01/2008
Total Accidents	0
Injuries	0
Fatalities	0
2008 Accidents	0
2008 Accident Rate (R)	0
2008 State Rate (r) <u>1/</u>	-
Deviation (R-r)	-

<u>Spot Speed Data:</u>	<u>Section</u>
85% Speed	48 mph
Pace Limits <u>2/</u>	38 – 47 mph
% in Pace	69%
Maximum Speed	61 mph
Posted Speed	45 mph
% Exceeding Posted Speed	25%
Computed Speed <u>3/</u>	-
Recommended Speed	45 mph

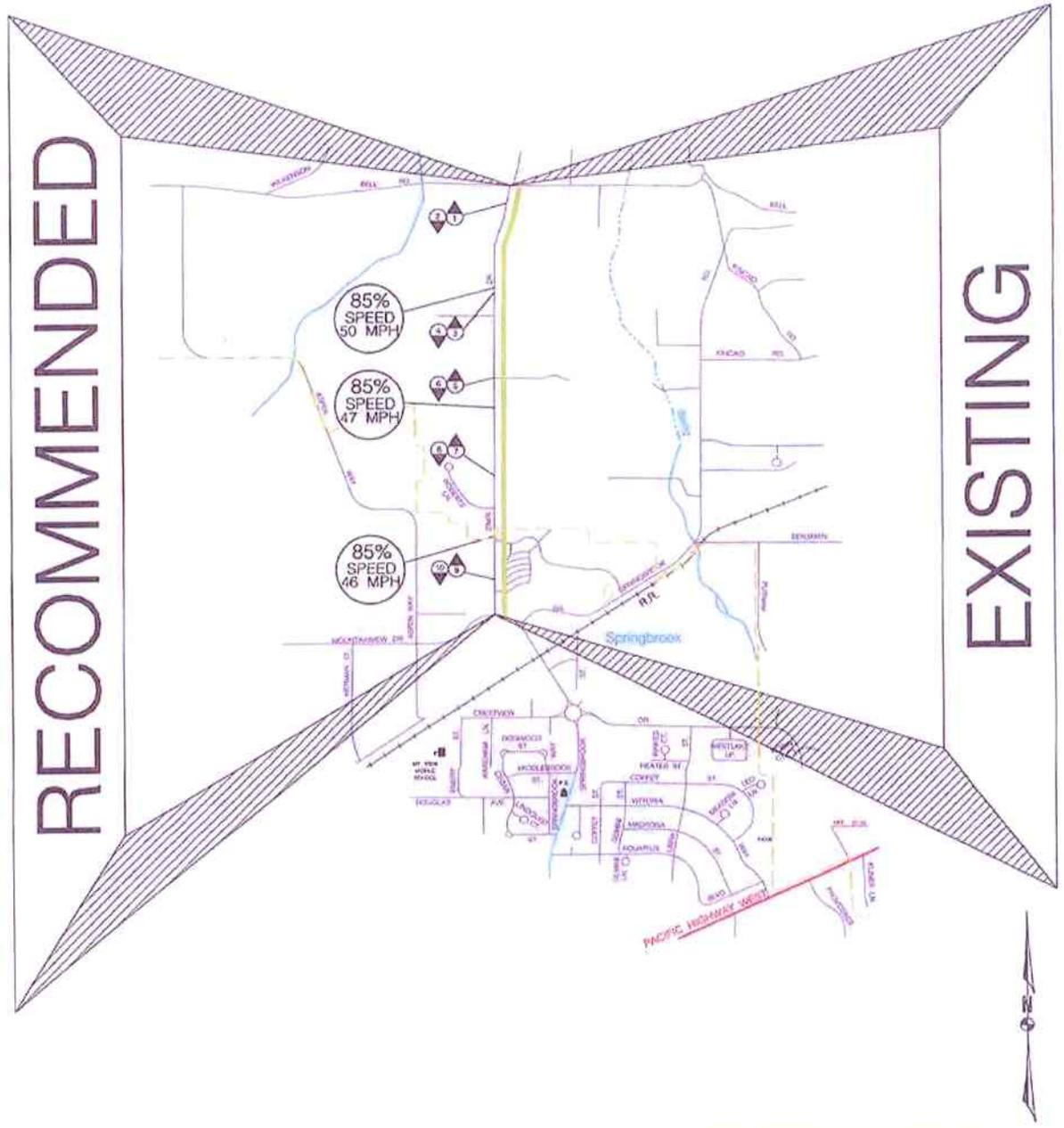
1/ No comparable state rate available

2/ Ten mile-per-hour range containing the largest number of sampled vehicles.

3/ 85% Speed minus deviation

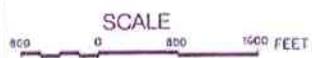
Factors Influencing Recommendation: 85% Speed, pace limits, accident data and culture.

SPEED ZONE INVESTIGATION ZIMIRI DRIVE CITY OF NEWBERG / YAMHILL COUNTY



RECOMMENDED

EXISTING

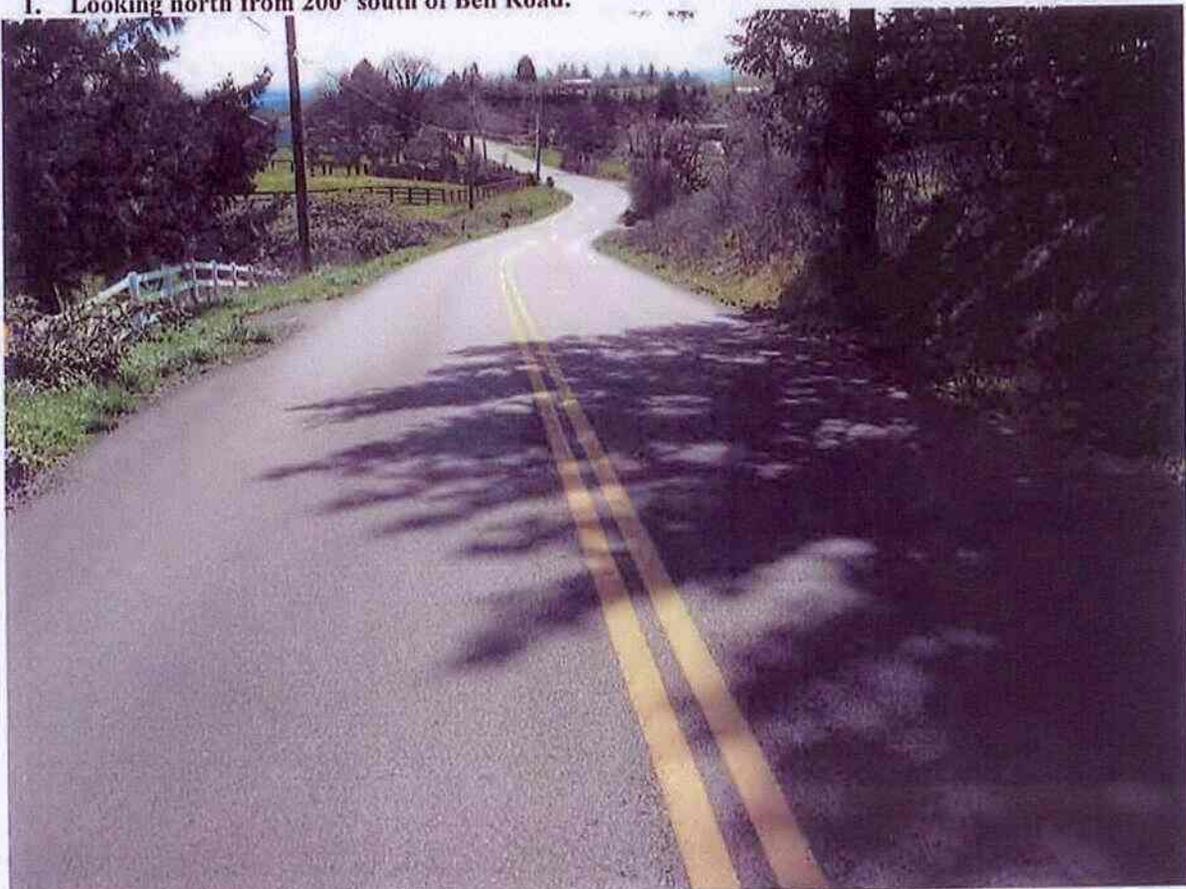


LEGEND	
	20 MPH
	25 MPH
	30 MPH
	35 MPH
	40 MPH
	45 MPH
	50 MPH
	55 MPH (STAT)
	CITY LIMITS

**TYPICAL VIEWS
ZIMRI DRIVE
CITY OF NEWBERG / YAMHILL COUNTY
MARCH 18, 2010**

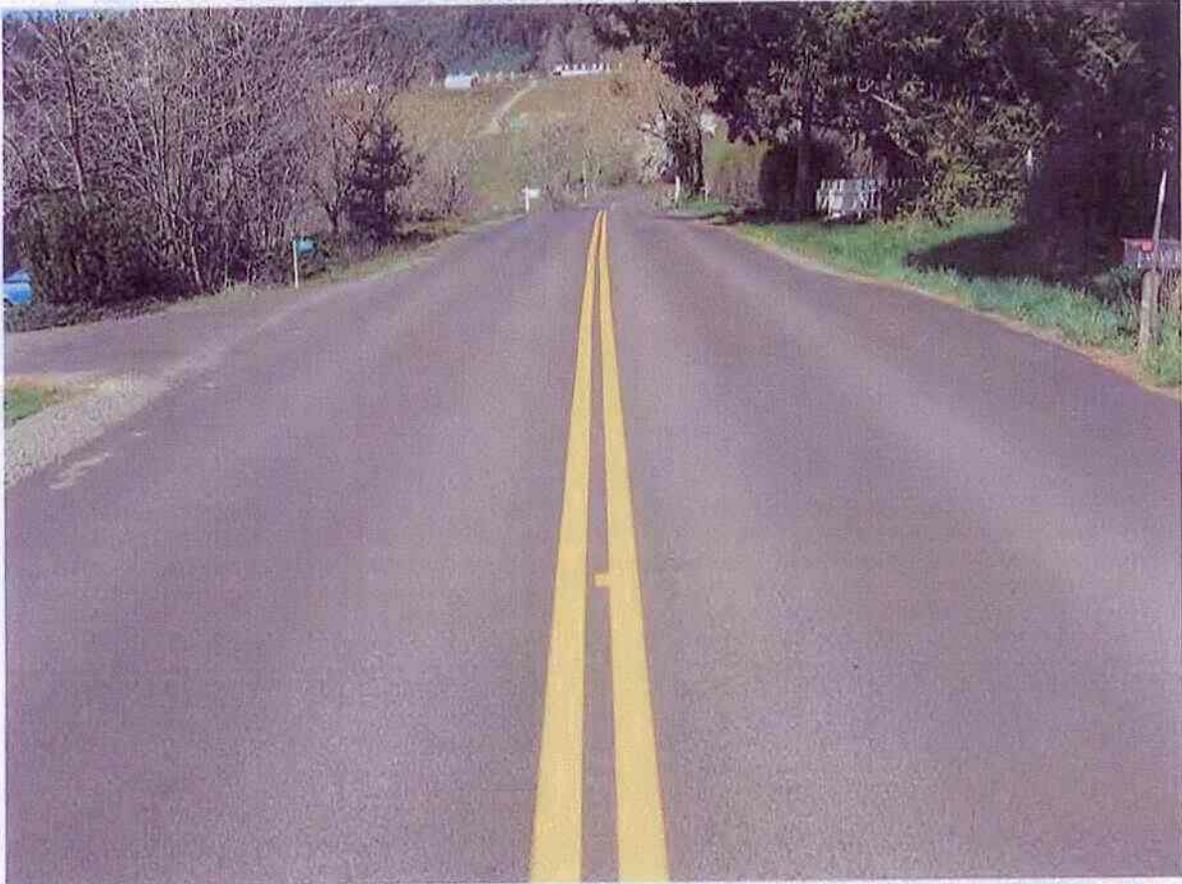


1. Looking north from 200' south of Bell Road.



2. Looking south from 200' south of Bell Road.

**TYPICAL VIEWS
ZIMRI DRIVE
CITY OF NEWBERG / YAMHILL COUNTY
MARCH 18, 2010**



3. Looking north from 0.24 mile south of Bell Road.

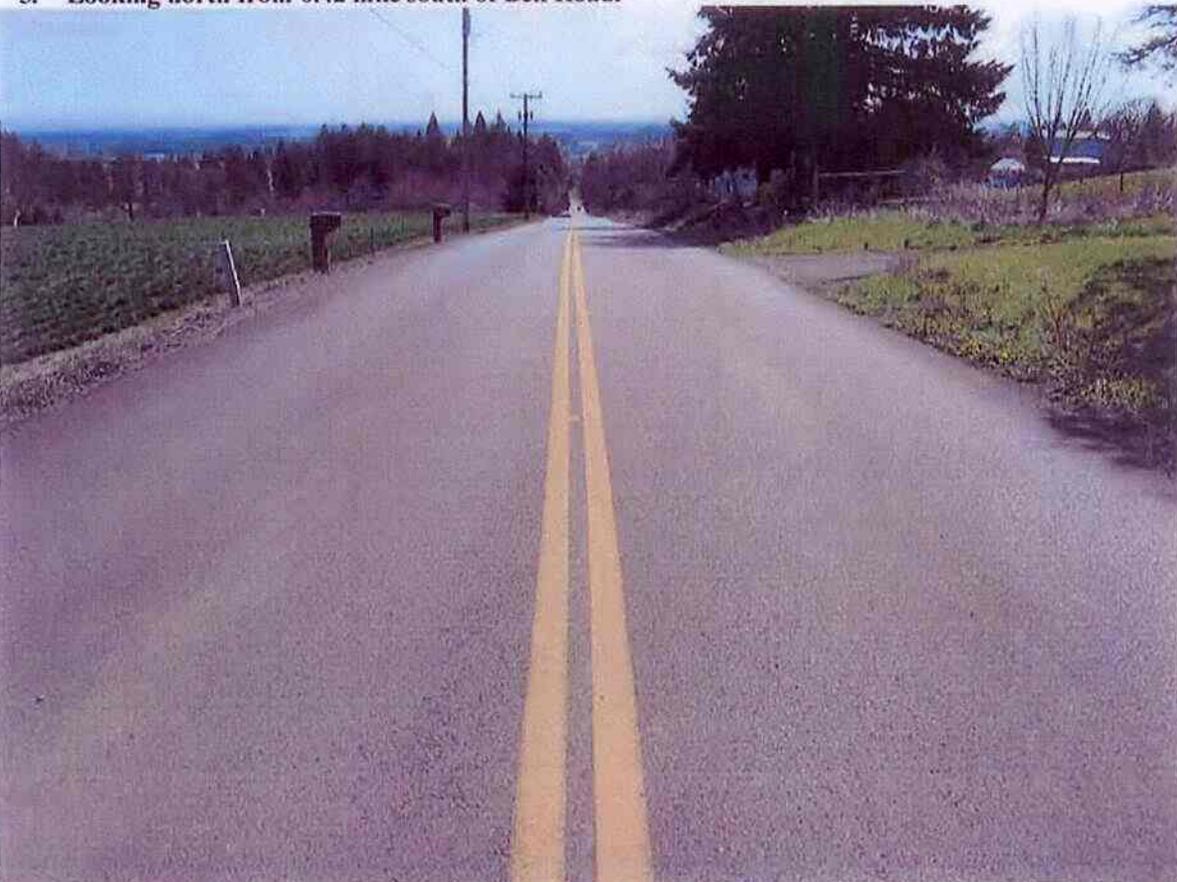


4. Looking south from 0.24 mile south of Bell Road.

**TYPICAL VIEWS
ZIMRI DRIVE
CITY OF NEWBERG / YAMHILL COUNTY
MARCH 18, 2010**



5. Looking north from 0.42 mile south of Bell Road.



6. Looking south from 0.42 mile south of Bell Road.

**TYPICAL VIEWS
ZIMRI DRIVE
CITY OF NEWBERG / YAMHILL COUNTY
MARCH 18, 2010**



7. Looking north from 0.63 mile south of Bell Road.

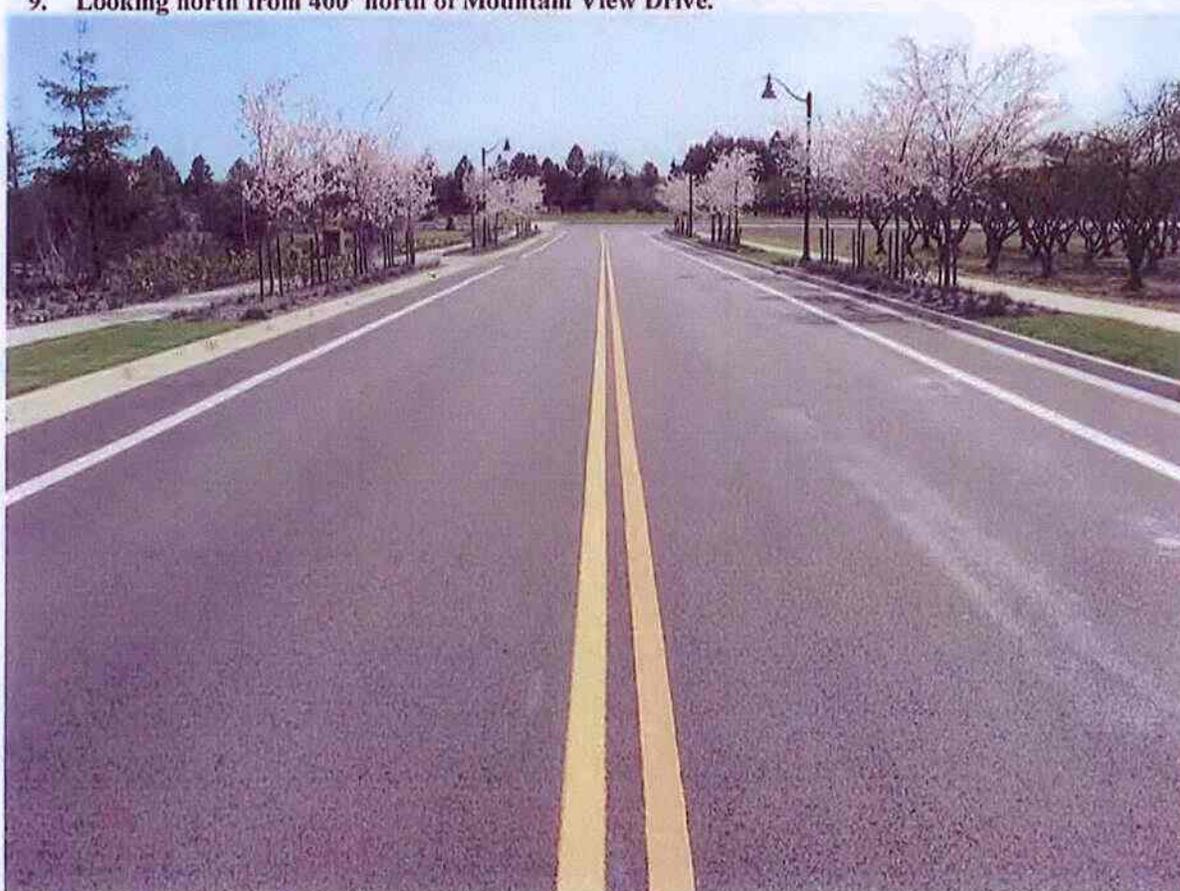


8. Looking south from 0.63 mile south of Bell Road.

**TYPICAL VIEWS
ZIMRI DRIVE
CITY OF NEWBERG / YAMHILL COUNTY
MARCH 18, 2010**



9. Looking north from 400' north of Mountain View Drive.



10. Looking south from 400' north of Mountain View Drive.

Zimri Drive from Bell Road to Mountain View Drive (excluding ending intersextions)
 January 1, 2006 through December 31, 2008

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
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TOTAL

FINAL TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Oregon Department of Transportation

Roadway: Zimri Drive

Date: 3/17/2010

City: Newberg

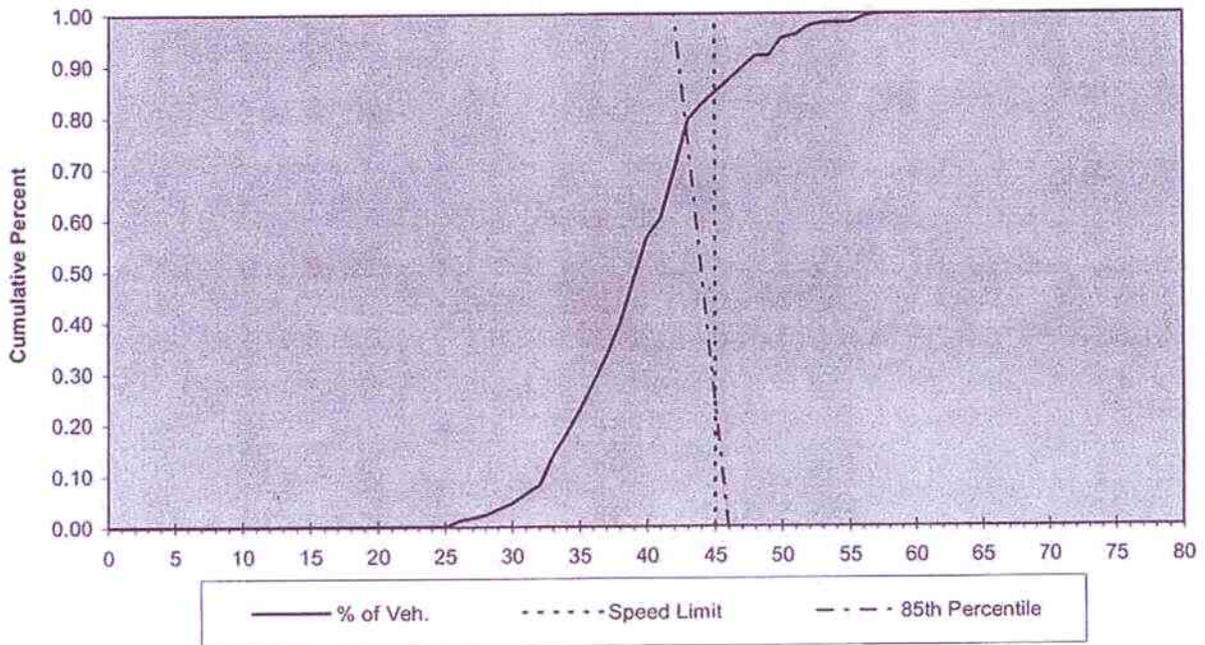
Time: 10:30 AM - 1:30 PM

County: Yamhill

Location: 900 N MOUNTAIN VIEW

Weather: SUNNY

Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	101	171	70
85th % Speed	42	46	50
Pace Limits	33 - 42	36 - 45	38 - 47
% In Pace	71%	71%	71%
Mean Speed	37.32	40.48	43.64
Median Speed	37	40	43
Std. Dev.	5.00	5.91	5.06
Max Speed	51	57	57
Posted Speed	45	45	45
% Exceeding Posted	5%	17%	30%

Oregon Department of Transportation

Roadway: Zimri Drive

Date: 4/1/2010

City: Newberg

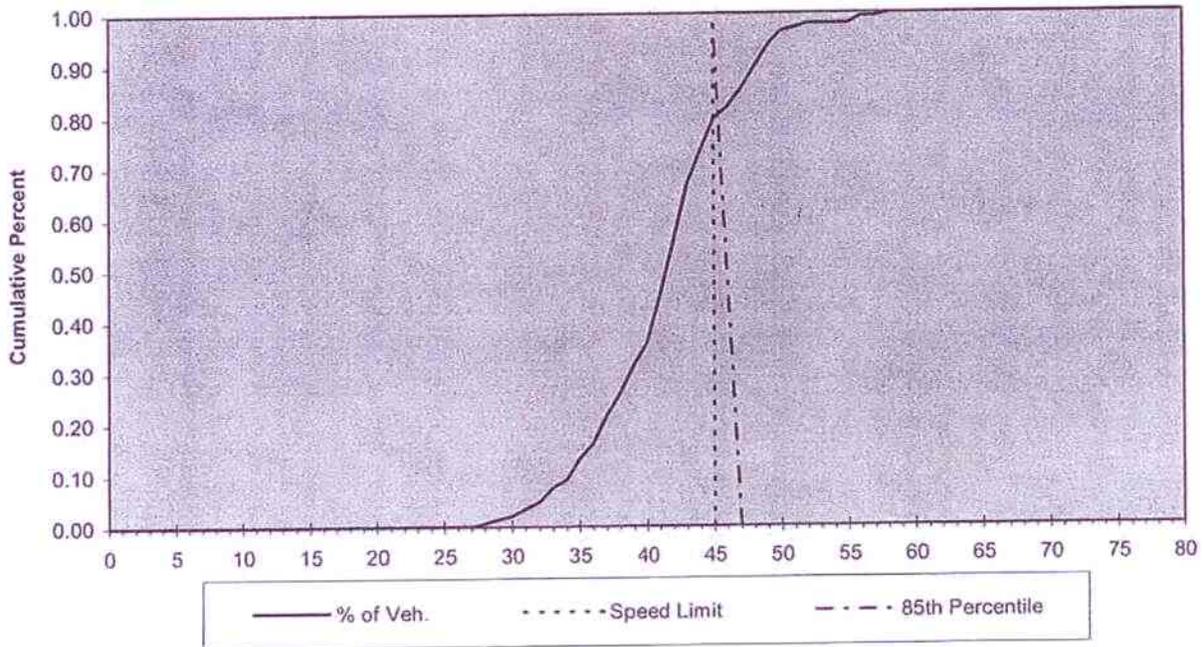
Time: 11:30 AM - 2:30 PM

County: Yamhill

Weather: LT CLOUDS

Location: 0.45 N MTN VIEW

Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	70	142	72
85th % Speed	45	47	49
Pace Limits	35 - 44	38 - 47	41 - 50
% In Pace	67%	72%	76%
Mean Speed	39.94	41.69	43.43
Median Speed	40	41.5	43
Std. Dev.	5.47	5.42	4.80
Max Speed	56	58	58
Posted Speed	45	45	45
% Exceeding Posted	13%	20%	28%

Oregon Department of Transportation

Roadway: Zimri Drive

Date: 3/18/2010

City: Newberg

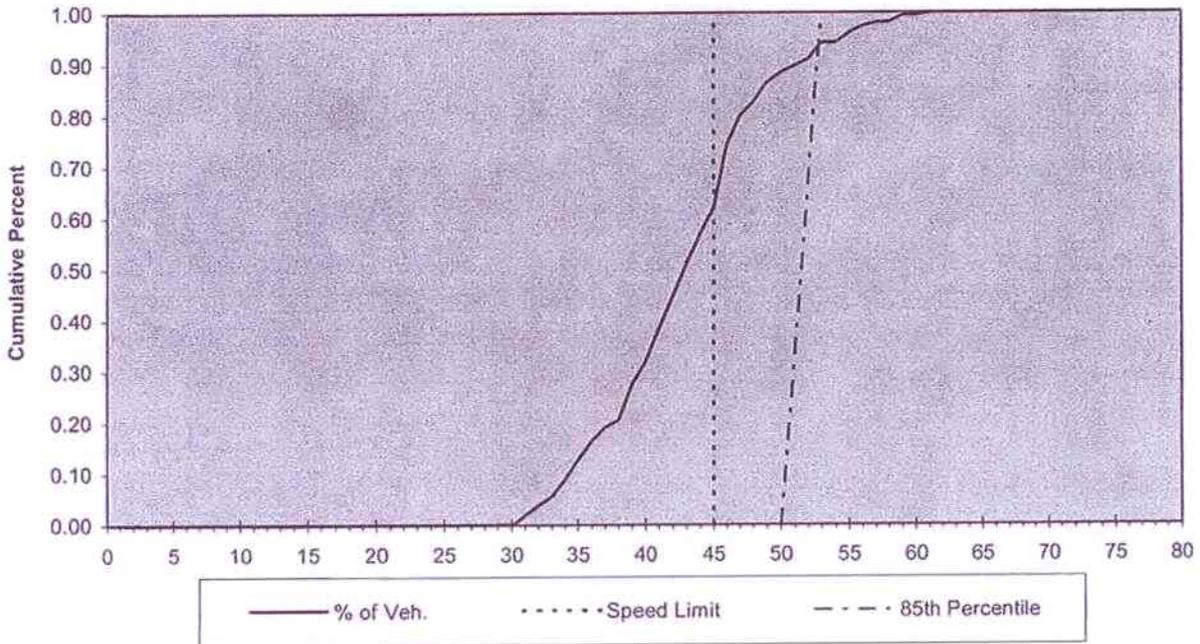
Time: 11:00 AM - 2:00 PM

County: Yamhill

Location: 1200 S BELL

Weather: SUNNY

Direction of Travel: S-N



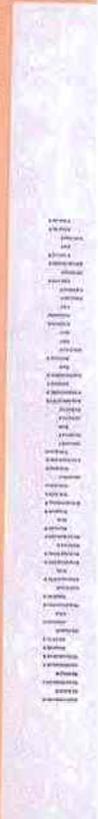
	MPH S	Averaged	MPH -N
# of Vehicles	78	156	78
85th % Speed	53	50	47
Pace Limits	40 - 49	40 - 49	39 - 48
% In Pace	59%	63%	67%
Mean Speed	44.38	43.27	42.15
Median Speed	45	43.5	42
Std. Dev.	6.85	6.25	5.41
Max Speed	61	61	59
Posted Speed	45	45	45
% Exceeding Posted	42%	38%	33%



OREGON DEPT. OF TRANSPORTATION
TRAFFIC - ROADWAY SECTION
355 CAPITOL STREET NE_FIFTH FLOOR
SALEM, OR 97301-3871



SA
Paul Chiu, *City* Engineer
City of Newberg
PO Box 970
Newberg, OR 97132-0970



Zimri Drive at 400' N of Mountainview Drive

Description 1: Zimri 400 N of Mountainview
 Description 2:
 Description 3:

Site: Zimri 400 N of Mountainvi
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	1.7	2.3	4.0
1:00 AM	0.7	2.7	3.3
2:00 AM	1.0	0.7	1.7
3:00 AM	3.3	0.3	3.7
4:00 AM	7.0	1.3	8.3
5:00 AM	15.0	0.3	15.3
6:00 AM	42.0	7.0	49.0
7:00 AM	75.3	19.3	94.7
8:00 AM	66.0	28.0	94.0
9:00 AM	57.3	26.0	83.3
10:00 AM	35.0	26.3	61.3
11:00 AM	39.7	35.7	75.3
12:00 PM	33.0	37.0	70.0
1:00 PM	50.0	47.0	97.0
2:00 PM	44.5	46.5	91.0
3:00 PM	49.0	69.5	118.5
4:00 PM	51.0	79.0	130.0
5:00 PM	38.0	76.5	114.5
6:00 PM	34.5	44.0	78.5
7:00 PM	12.5	24.5	37.0
8:00 PM	12.0	27.5	39.5
9:00 PM	8.5	15.5	24.0
10:00 PM	4.5	8.5	13.0
11:00 PM	2.5	6.0	8.5
ADT	684.0	631.5	1315.5

Study Grand Totals		
South Bound	North Bound	Combined
1712	1413	3125
54.8 %	45.2 %	

Zimri Drive at 400' N of Mountainview Drive

Description 1: Zimri 400 N of Mountainview
 Description 2:
 Description 3:

Site: Zimri 400 N of Mountainview
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Speed Grand Totals South Bound

mph	Hourly Averages												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1.7	0.0	0.0	0.0	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	684.0	1.0	1.2	12.8	38.0	88.5	174.2	168.8	106.8	43.8	20.2	10.7	17.5

Percentile Speeds
 (mph) 10% 15% 50% 85% 90%
 36.5 38.5 45.8 54.2 56.6

10 mph Pace Speed
 Number in Pace 39.6 - 49.6
 871 (50.9%)
 Average 46.7 mph
 Minimum 13.3 mph
 Maximum 99.6 mph

Speeds Exceeded
 Count 55 mph 75 mph
 13.3% 1.7%
 228 67

mph	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1	2	3	30	92	215	441	425	275	110	51	24	43
South Bound	0.1%	0.1%	0.2%	1.8%	5.4%	12.6%	25.8%	24.8%	16.1%	6.4%	3.0%	1.4%	2.5%

Zimri Drive at 400' N of Mountainview Drive

Description 1: Zimri 400 N of Mountainview
 Description 2:
 Description 3:

Site: Zimri 400 N of Mountainvi
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Speed Grand Totals North Bound

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2.3	0.0	0.0	0.0	0.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.3	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.7	2.7	1.0	1.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.0	0.0	0.0	1.3	9.3	5.3	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.0	0.0	0.0	0.0	7.3	14.0	3.7	1.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.0	0.0	0.0	0.0	7.0	8.7	6.3	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	7.0	8.0	7.3	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	7.3	15.3	8.0	2.3	0.7	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	9.5	13.0	8.0	2.5	1.0	0.0	0.0	0.0	0.0
1:00 PM	1.5	0.0	0.0	0.0	9.0	24.0	8.0	1.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	46.5	0.0	0.0	0.5	2.5	9.5	9.5	3.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	69.5	0.0	0.5	0.0	5.0	12.5	19.5	4.5	0.5	0.0	0.0	0.0	0.0
4:00 PM	79.0	0.0	0.5	1.5	1.5	18.0	29.5	3.5	1.0	0.0	0.0	0.0	0.0
5:00 PM	76.5	0.0	0.0	0.0	3.0	22.5	34.0	3.0	0.5	0.0	0.0	0.0	0.0
6:00 PM	44.0	0.0	0.5	0.0	3.0	14.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.5	0.5	0.0	0.5	3.0	6.0	10.0	4.5	0.0	0.0	0.0	0.0	0.0
8:00 PM	27.5	0.0	0.0	0.0	2.0	7.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	15.5	0.0	0.0	0.0	0.0	5.5	6.5	3.0	0.5	0.0	0.0	0.0	0.0
10:00 PM	8.5	0.0	0.0	0.0	0.5	4.5	1.0	2.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.0	0.0	0.5	3.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0
ADT	631.5	2.0	2.5	4.8	37.7	156.2	253.2	142.5	28.5	3.7	0.5	0.0	0.0

Percentile Speeds (mph)

10% 30.9
 15% 32.2
 50% 37.3
 85% 41.9
 90% 43.1

10 mph Pace Speed Number in Pace

32.2 - 42.2
 1013 (71.7%)
 Average 37.1 mph
 Minimum 10.2 mph
 Maximum 59.7 mph

Speeds Exceeded

55 mph 0.1%
 65 mph 0.0%
 75 mph 0.0%
 Count 1 0 0

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4	6	12	86	347	567	319	63	8	1	0	0	0
North Bound	0.3%	0.4%	0.8%	6.1%	24.6%	40.1%	22.6%	4.5%	0.6%	0.1%	0.0%	0.0%	0.0%

Zimri Drive at 400' N of Mountainview Drive

Description 1: Zimri 400 N of Mountainview
 Description 2: Tuesday, 01/11/2011, 12:00:00 AM -
 Description 3: Thursday, 01/13/2011, 12:00:00 PM

Site: Zimri 400 N of Mountainview
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Speed Grand Totals Combined

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4.0	0.0	0.0	0.0	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	0.0	0.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	0.0	0.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.7	0.0	0.0	0.0	0.3	0.7	0.7	1.0	1.0	0.0	0.0	0.0	0.0
4:00 AM	8.3	0.0	0.0	0.0	1.3	1.0	2.7	1.7	1.3	0.0	0.0	0.0	0.0
5:00 AM	15.3	0.0	0.0	0.0	0.7	1.3	5.0	3.3	2.3	1.3	0.3	0.3	0.7
6:00 AM	49.0	0.0	0.0	0.0	3.0	7.7	15.0	10.7	5.7	2.3	2.0	0.3	0.3
7:00 AM	94.7	0.0	0.0	0.3	2.7	5.0	19.0	26.3	12.7	5.3	2.0	0.7	2.3
8:00 AM	94.0	0.0	0.0	0.3	1.7	9.7	18.0	22.7	13.7	5.0	2.3	0.0	1.7
9:00 AM	83.3	0.0	0.7	1.3	3.0	9.3	14.0	22.3	8.7	4.3	1.7	0.7	1.0
10:00 AM	61.3	0.0	0.3	0.7	10.3	12.0	13.0	8.0	9.0	2.3	1.7	0.7	0.7
11:00 AM	75.3	0.0	0.0	0.0	2.7	9.0	20.7	11.3	7.7	1.7	0.7	0.0	1.3
12:00 PM	70.0	0.0	0.0	0.0	3.5	10.0	17.0	11.5	8.0	2.0	1.0	1.0	1.5
1:00 PM	97.0	2.0	0.0	0.0	15.0	32.5	19.0	13.0	5.5	2.5	1.0	0.0	1.5
2:00 PM	91.0	0.0	0.5	1.0	4.5	24.0	20.0	15.5	7.5	2.5	0.5	1.5	2.0
3:00 PM	118.5	0.0	0.5	0.0	6.0	15.0	34.5	32.0	6.5	4.0	2.5	1.5	1.5
4:00 PM	130.0	0.0	1.0	1.5	2.0	38.5	35.0	13.5	6.0	6.0	2.5	2.5	1.5
5:00 PM	114.5	0.0	0.0	0.0	4.0	23.5	24.0	14.0	4.5	1.5	1.5	0.5	0.5
6:00 PM	78.5	0.0	0.5	0.0	3.5	17.5	21.0	15.5	6.5	2.0	0.5	0.5	1.0
7:00 PM	37.0	0.5	0.0	0.5	3.0	7.5	12.0	9.0	3.5	0.5	0.0	0.0	0.0
8:00 PM	39.5	0.0	0.0	0.0	2.5	8.5	9.5	13.5	3.0	0.5	0.0	0.0	0.0
9:00 PM	24.0	0.0	0.0	0.0	6.5	8.0	6.5	2.5	0.5	0.0	0.0	0.0	0.0
10:00 PM	13.0	0.0	0.0	0.0	5.0	3.0	2.5	1.0	0.0	0.5	0.0	0.5	0.0
11:00 PM	8.5	0.0	0.0	0.0	3.5	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1315.5	2.5	3.5	6.0	50.5	194.2	341.7	316.7	110.5	44.3	20.2	10.7	17.5

Percentile Speeds (mph)
 10% 32.6
 15% 34.1
 50% 41.1
 85% 50.6
 90% 53.0

10 mph Pace Speed
 Number in Pace 1564 (50.0 %)
 Average Minimum 42.3 mph
 Maximum 10.2 mph
 99.6 mph

Speeds Exceeded
 55 mph 7.3 %
 65 mph 2.1 %
 75 mph 0.9 %
 Count 229 67 29

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1712	1	2	3	30	215	441	425	275	110	51	24	43
South Bound	0.1%	0.1%	0.2%	1.8%	5.4%	12.6%	25.8%	24.8%	16.1%	6.4%	3.0%	1.4%	2.5%
North Bound	1413	4	6	12	86	347	567	63	8	1	0	0	0
Combined	3125	5	8	15	116	439	782	760	283	111	51	24	43
	0.2%	0.3%	0.5%	3.7%	14.0%	25.0%	24.3%	15.6%	9.1%	3.6%	1.6%	0.8%	1.4%

Zimri Drive within city limit

Description 1: Zimri @ city limits
Description 2:
Description 3:

Site: Zimri @ city limits
Tuesday, 01/11/2011, 12:00:00 AM -
Thursday, 01/13/2011, 12:00:00 PM

Volume Grand Totals

	Average Hourly Volumes		
	South Bound	North Bound	Combined
12:00 AM	1.3	2.3	3.7
1:00 AM	1.0	2.7	3.7
2:00 AM	0.7	0.7	1.3
3:00 AM	2.3	0.3	2.7
4:00 AM	7.0	1.3	8.3
5:00 AM	15.0	0.3	15.3
6:00 AM	41.0	7.0	48.0
7:00 AM	74.3	19.3	93.7
8:00 AM	62.7	27.7	90.3
9:00 AM	54.0	24.3	78.3
10:00 AM	34.0	25.7	59.7
11:00 AM	35.0	35.0	70.0
12:00 PM	31.0	36.0	67.0
1:00 PM	34.5	47.0	81.5
2:00 PM	41.5	44.0	85.5
3:00 PM	43.5	69.5	113.0
4:00 PM	45.0	78.5	123.5
5:00 PM	38.0	77.5	115.5
6:00 PM	31.0	43.5	74.5
7:00 PM	11.5	24.5	36.0
8:00 PM	10.0	29.5	39.5
9:00 PM	7.5	15.0	22.5
10:00 PM	4.0	9.5	13.5
11:00 PM	1.0	6.0	7.0
ADT	626.8	627.2	1254.0

Study Grand Totals

South Bound	North Bound	Combined
1582	1401	2983
53.0 %	47.0 %	

Zimri Drive within city limit

Site: Zimri @ city limits
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Description 1:
 Description 2:
 Description 3:

Speed Grand Totals South Bound

mph	Hourly Averages												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1.3	0.0	0.0	0.0	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	626.8	5.2	1.2	1.3	15.2	41.0	97.3	171.0	177.8	83.8	26.5	6.0	0.5

Percentile Speeds (mph)

10% 15% 50% 85% 90%
 35.0 37.2 44.6 51.1 52.9

10 mph Pace Speed Number in Pace

39.0 - 49.0
 890 (56.3%)
 Average 44.1 mph
 Minimum 7.5 mph
 Maximum 65.9 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 5.2% 0.1% 0.0%
 Count 83 1 0

Study Grand Totals

mph	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13	3	3	37	101	241	436	449	216	67	15	1	0
South Bound	0.8%	0.2%	0.2%	2.3%	6.4%	15.2%	27.6%	28.4%	13.7%	4.2%	0.9%	0.1%	0.0%

Zimri Drive within city limit

Site: Zimri @ city limits
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Description 1:
 Description 2:
 Description 3:

Speed Grand Totals North Bound

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2.3	0.0	0.0	0.0	0.0	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.3	0.7	1.3	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2.7	6.8	7.7	17.0	70.5	141.7	182.7	118.0	56.7	16.2	7.3	0.0	0.0

Hourly Averages

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	32.4	34.4	41.8	49.1	50.8

10 mph Pace Speed Number in Pace	Average	Minimum	Maximum
	36.4 - 46.4	41.6 mph	64.9 mph
	739 (52.7 %)	6.1 mph	64.9 mph

Speeds Exceeded Count	55 mph	65 mph	75 mph
	3.6 %	0.0 %	0.0 %
	51	0	0

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6	16	18	40	155	316	407	268	124	35	16	0	0
North Bound	0.4%	1.1%	1.3%	2.9%	11.1%	22.6%	29.1%	19.1%	8.9%	2.5%	1.1%	0.0%	0.0%

Zimri Drive within city limit

Site: Zimri @ city limits
 Tuesday, 01/11/2011, 12:00:00 AM -
 Thursday, 01/13/2011, 12:00:00 PM

Description 1: Zimri @ city limits
 Description 2:
 Description 3:

Speed Grand Totals Combined

mph	Hourly Averages											ADT	
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65		65 - < 70
Total	3.7	0.0	0.0	0.0	0.0	2.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0
12:00 AM	3.7	0.0	0.0	0.0	0.0	2.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.7	0.0	0.0	0.0	0.0	0.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	0.0	0.0	0.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.7	1.0	0.7	0.0	0.0	0.0
4:00 AM	8.3	0.7	0.3	0.0	0.3	1.7	2.3	1.7	0.7	0.0	0.0	0.0	0.0
5:00 AM	15.3	0.0	0.0	0.0	0.7	3.3	3.3	3.7	3.3	1.0	0.0	0.0	0.0
6:00 AM	48.0	0.3	0.0	0.0	2.0	7.3	13.3	11.0	5.3	2.3	0.0	0.0	0.0
7:00 AM	93.7	0.0	0.0	0.3	2.0	5.3	13.7	29.0	26.3	2.7	0.3	0.0	0.0
8:00 AM	90.3	1.0	1.0	0.3	2.0	4.0	26.3	28.7	9.0	3.3	1.0	0.0	0.0
9:00 AM	78.3	0.0	0.3	1.3	1.7	7.3	12.7	17.3	10.3	2.3	1.0	0.0	0.0
10:00 AM	59.7	0.7	0.3	0.3	2.3	5.0	9.7	15.0	8.0	2.0	0.3	0.0	0.0
11:00 AM	70.0	0.3	0.3	0.7	2.3	4.7	14.0	18.7	7.3	2.3	0.3	0.0	0.0
12:00 PM	67.0	0.5	0.5	0.5	1.5	6.0	10.0	15.0	8.0	3.0	2.0	0.5	0.0
1:00 PM	81.5	1.0	0.5	1.0	2.0	7.5	13.5	18.5	6.5	3.0	0.0	0.0	0.0
2:00 PM	85.5	1.0	0.5	1.0	2.0	6.5	13.0	12.0	2.0	2.0	1.0	0.0	0.0
3:00 PM	113.0	0.5	1.0	1.5	3.0	12.5	21.0	25.5	11.5	5.0	3.5	0.0	0.0
4:00 PM	123.5	0.5	1.5	0.5	0.5	15.5	27.5	26.5	15.5	5.0	1.0	0.0	0.0
5:00 PM	115.5	0.5	0.0	0.0	4.0	9.0	28.0	23.0	10.0	1.5	0.5	0.0	0.0
6:00 PM	74.5	0.0	0.0	0.5	2.0	5.0	16.0	18.0	6.0	5.0	0.5	0.0	0.0
7:00 PM	36.0	0.0	0.0	0.0	2.5	5.5	10.0	4.0	3.5	0.0	0.0	0.0	0.0
8:00 PM	39.5	0.0	0.0	0.5	1.5	3.0	11.5	8.0	5.0	1.0	0.0	0.0	0.0
9:00 PM	22.5	0.0	0.0	0.0	0.0	4.5	8.0	3.0	2.5	0.0	0.0	0.0	0.0
10:00 PM	13.5	0.5	1.0	0.5	2.0	3.0	2.5	1.5	1.0	0.5	0.5	0.0	0.0
11:00 PM	7.0	0.0	0.0	0.0	0.0	1.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0
ADT	1254.0	7.8	8.0	9.0	32.2	111.5	239.0	295.8	140.5	42.7	13.3	0.5	0.0

Percentile Speeds
 (mph) 10% 15% 50% 85% 90%
 33.6 35.7 43.3 50.2 52.0

10 mph Pace Speed
 Number in Pace 39.0 - 49.0
 1596 (53.5%)
 Average Minimum Maximum
 42.9 mph
 6.1 mph
 65.9 mph

Speeds Exceeded
 55 mph 65 mph 75 mph
 4.5% 0.0% 0.0%
 134 1 0

Study Grand Totals

mph	Study Grand Totals												
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1582	13	3	37	101	241	436	449	216	67	15	1	0
South Bound	0.8%	0.2%	0.2%	2.3%	6.4%	15.2%	27.6%	28.4%	13.7%	4.2%	0.9%	0.1%	0.0%
North Bound	1401	6	16	40	155	316	407	268	124	35	16	0	0
Combined	2983	19	19	77	256	557	843	717	340	102	31	1	0
	0.6%	0.6%	0.7%	2.6%	8.6%	18.7%	28.3%	24.0%	11.4%	3.4%	1.0%	0.0%	0.0%