NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION
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."

1. **CALL MEETING TO ORDER:**
   - **A)** Oaths of Office
   - **B)** Nomination and election of Chairperson of the Traffic Safety Commission
   - **C)** Nomination and election of Vice-Chair for the Traffic Safety Commission
   - **D)** Review and approve minutes of November 9, 2010
2. **COMMUNICATIONS FROM THE FLOOR:**
3. **NEW BUSINESS:**
   - **A)** TSC-11-001: Crestview Drive at Hoskins Street
4. **OLD BUSINESS:**
   - **A)** TSC-10-010: Sitka Avenue – north of Highway 99W
   - **B)** TSC-10-012: Foothills Drive at N College Street
5. **STAFF REPORTS - GENERAL INFORMATION:**
   - **A)** Police Update
   - **B)** Engineering update
6. **ADJOURN TO NEXT MEETING:** February 14, 2011

REMINDER: Mojie Takallou, Ph.D., P.E. University of Portland is offering a free presentation:

Highway, Local Road, and Street Safety for Non-Engineers
January 15, 2011, 9 am to 1:00 pm
401 E Third Street, Newberg, OR
RSVP – paul.chiu@newbergoregon.gov or stroheck@up.edu

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: January 4, 2011

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, October 11, 2010
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, Dianna Cotter, Ronald Sult, Lesley Woodruff, Ron Johns, Doris Brandt, James Oravetz

Staff Present: Chris Bolek, Police Captain; Mary Newell, Service Supports Manager; Paul Chiu, Senior Engineer; Jennifer Nelson, Recording Secretary

Ex Officio Present: Mayor Bob Andrews

Others Present: Robert Soppe, Roger Minthorne, Clyde Thomas, Teresa Townsend, and Councilor Marc Shelton

CHAIR NEAL KLEIN CALLED THE MEETING TO ORDER AT 7:00 PM.

A) **Review and approve minutes of September 13, 2010.**

MOTION #1: Woodruff/Brandt to approve the Traffic Safety Commission Minutes for September 13, 2010 as amended. (7 Yes/0 No/2 Vacant) Motion carried.

COMMUNICATIONS FROM THE FLOOR

None.

PUBLIC HEARING

A) **Review the limited parking restrictions in the 700 and 800 blocks of E. Sheridan Street (TSC-10-016).**

TIME – 7:02 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report stating the issue of congestion on College Street and accidents at the intersection of Sheridan Street and College Street comes up on an annual basis, if not every other year. The two major issues are traffic backup from the signal at Hancock Street and the parking on Sheridan Street that makes maneuvering large vehicles challenging. This keeps coming to the attention of the Traffic Safety Commission (TSC) since there has been no resolution or solution for the problem (see official meeting packet for full report).

Chair Klein opened the public hearing as asked if there were any conflicts of interest or ex parte contact; none appeared.

Mr. Robert Soppe testified this is a crash prone intersection, but said it has nothing to do with the parking on the 700 and 800 block of Sheridan Street. He would understand doing something about the parking only if there were an issue of safety, not with convenience. He also asked who received noticing for this hearing because it is not only a Sheridan Street issue, but also one for Hancock Street, College Street, and Edwards. He spoke of the last time this issue was in front of the TSC and the many residents opposed to removing the parking because wider streets support faster traffic, which would be more of a safety concern. He also felt that even removing parking on one side of the street or staggering parking would cause more of a problem because cars would both try to fit through rather than pulling to the side to allow one at a time as they do now. He also felt the suggestion of making this a one-way street would not change the current situation from a safety standpoint and would not address the issues. The major concern is crashes that occur when vehicles are crossing Sheridan Street from the west not seeing vehicles traveling northbound on College Street.

Mr. Roger Minthorne said little has changed on this road for sixty-six years and he wants to make sure there are no changes or rules to restrict parking around his building at College Street and Meridian Street because tenants are encouraged to park on the street to leave spaces open in the parking lot. He does not see large trucks or busses coming down this street and if two cars are approaching each other, one pulls to the side to allow the other through.

Chair Klein closed the public testimony.

Chair Klein stated staff has not finished with the data collection, so there are no recommendations to be given at this time. He said he would like to hear from the school bus providers and George Fox University (GFU) although no one representing those groups has signed up to speak.

Mr. Clyde Thomas, George Fox University, stated they did not wish to see one sided parking on the 700-800 block east of Meridian Street and there would be no interest in any changes.

Ms. Teresa Townsend, First Student, said this is a dangerous road for school buses from all different ways and their drivers do not travel on side streets like Sheridan (which is the worst) because they are narrow with parking; they travel on Sherman Street and Meridian Street out to Hwy 99W to go back up College Street. It would still be difficult to maneuver with staggered parking because the bus drivers need a three foot clearance to turn. They will not send buses onto Sheridan Street until something is done with the street.

Chair Klein asked to hear about concerns from the Fire Marshall and emergency vehicle access.

Fire Marshall Chris Mayfield said the code does not allow us to change what is preexisting, there is nothing we can to do change the road. He said there can be a delay in response, but right now others pull out of the way if they are traveling down that street. There have been no issues or delays on Sheridan so far.

Commissioner Ron Johns mentioned the yellow painting on the curb at the stop sign at College Street on the 800 block side of Sheridan Street is only about seven feet rather than fifteen. He asked staff to look into this and include it in his report because it extending the yellow paint would eliminate a car parking so close to the stop sign there.

Commissioner Lesley Woodruff wondered if anything needed to be done since the residents are opposed to changing the parking and even those with a strong feeling about the intersection do not feel strongly about the parking issue.

Mr. Chiu addressed previous testimony questioning the public notice and noted the areas notified.

Commissioner Doris Brandt added this issue has come up several times during her service on the TSC and she felt it should be left as it is if everyone in the area is happy with it being unchanged.

OLD BUSINESS

A) **TSC-10-003: Creekside at Emma – to rescind an approved motion made on 9/13/2010 in lieu of the proposed "stop" sign, to limit parking at the corner of Emma and Creekside. The September motion requires painting the existing curb yellow for 20 feet on the north side of Emma and east side of Creekside.**

TIME – 7:28 PM

Mr. Chiu explained this motion to install a stop sign at this location was made in February and although other decisions were made upon reconsideration, the original decision needs to be rescinded.

MOTION #2: Sult/Brandt to rescind the previous motion on **TSC-10-003** to install a stop sign at Creekside and Emma. (7 Yes/0 No/2 Vacant) Motion carried.

STAFF REPORTS - GENERAL INFORMATION

A) Police Update

Police Captain Chris Bolek spoke of employee promotions and additions to team as well as the re-application for the DUII grant through the Oregon Association of Chiefs of Police for 2010-11 and trends in DUII arrests.

B) Engineering update

- TSC-10-011: Stop sign request on south side of Newberg

Mr. Chiu called Ms. Kappa, the original requestor for the stop signs, but has not received a call back. He will continue to follow-up with her and report the specific intersections she would like to request signs for.

- TSC-10-012: Signal Warrant inquiry @ Foothills & College

Mr. Chiu was asked to have data collected to see if a signal is warranted at Foothills and College, but the data equipment has been in use for the area of Sheridan and College. Once the data collection is complete at Sheridan and College, he will move into collecting data at Foothills and College to present a report.

- TSC-10-013: Stop sign request at Buckley @ Mountainview

Mr. Chiu reported this request is completed except for landscaping which is planned to be complete in the next two weeks.
Mr. Chiu also gave updates on the Safe Route to School grant applications and arranged for a workshop and training with the TSC and anyone who lives in the community who wishes to attend with a professor from the University of Portland on Saturday, January 15, 2011 from 9:00 AM to 1:00 PM.

C) Items from Commissioners

Mayor Andrews said the Mayor's Cabinet is under advisement. He questioned if the public hearing should have been tabled until the staff report is given because that item was left hanging open. He felt it should be more formalized that action is being tabled. He discussed updates with staff on ODOT and the right in, right out at Hwy 219 and 2nd and 3rd Streets as well as the traffic controls in the area; staff said they are waiting for funding from ODOT before work can proceed. He asked about the police department getting feedback from the DMV or ODOT for changes in accident reporting records because they are very different from what the city has on record.

Discussions followed about speed feedback signs to be installed at Joan Austin Elementary School on Mountainview Drive, hearing a report back next month on the hearing from tonight that was not officially tabled with all data collected, plans for the TSC Christmas party on December 13, 2010 at 6:00 PM, photo red lights being installed in Sherwood, updates/information on the Newberg-Dundee Bypass, and inviting ODOT to the work session planned for next month.

ADJOURN TO NEXT MEETING

The meeting adjourned at 8:02 PM until November 8, 2010.

Approved by the Newberg Traffic Safety Commission this 8th day of November, 2010.

Jennifer L. Nelson	**Neal S. Klein**
Recording Secretary	**Traffic Safety Commission Chair**

MEMORANDUM

January 3, 2011

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

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.

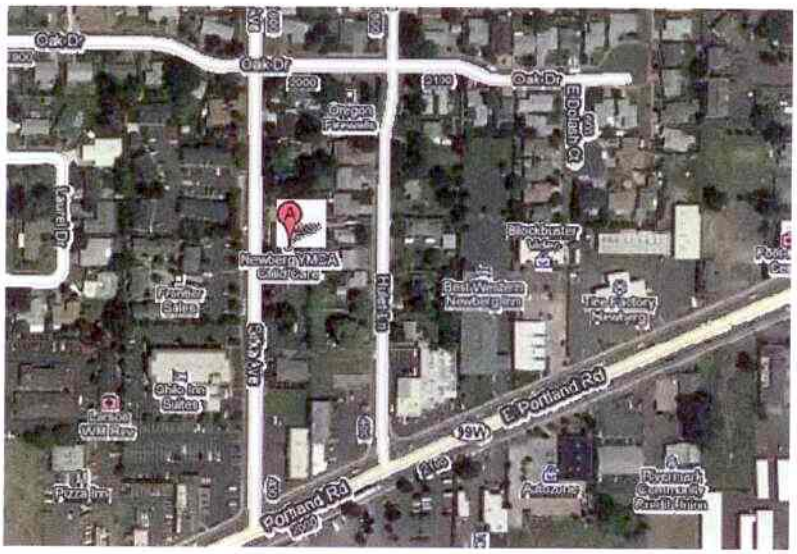
MEMORANDUM

December 28, 2010

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

RE: TSC-10-010 \Speeding on Sitka Avenue, north of Highway 99W

A previous traffic speed and volume data was collected on Sitka Avenue between Highway 99W and Oaks Drive from July 20th through 22nd in 2010. At the August 9, 2010 meeting, the Traffic Safety Commission requested that the traffic data be collected again during school hours later that year.



City staff subsequently collected the data from November 30th through December 2nd in 2010. The attached data indicated that the *85th percentile speed* on *northbound* Sitka Avenue was at *30.8 MPH* (previously *27.5 MPH*) while the *southbound* was at *29.5 MPH* (previously *27.3 MPH*). The posted speed limit is 25 MPH on Sitka Avenue.

The northbound average daily traffic (ADT) volume was 552 (previously 518) and the southbound was 480 (previously 457). Based on this data, speed and volume appeared to increase when summer was over and school in session. Also the speed and volume exhibited by the northbound traffic were *relatively* higher than that of the southbound traffic.

Nov-Dec 2010 Data	Northbound Volume (% in Brackets)	Southbound Volume (% in Brackets)
0-25 MPH	241 (43.8%)	250 (52.2%)
25-30 MPH	200 (36.4%)	170 (35.5%)
30-35 MPH	100 (18.2%)	51 (10.6%)
35-40 MPH	9 (1.6%)	7 (1.5%)
40-45 MPH	0 (0.0%)	1 (0.2%)

The speeding concerns previously expressed by Mr. Mark Kosler and Mr. James Wise in June 2010 were validated by this study. Both callers expressed an apparent need to slow down the traffic because there is a Child Development Center operated by YMCA at 600 Sitka Avenue.

Staff recommends the use of a mobile speed reader or feedback sign to educate drivers on Sitka Avenue and to also perform speed enforcement especially during morning and afternoon rush hours (7 to 9 am and 4 to 6 pm) when most speeding tends to occur on this section of road. Please contact staff members if you have any questions on this report. Thank you.

Description 1: Sitka between 99W & Oak Dr.
Description 2:
Description 3:

Site: Sitka between 99W & Oak
Tuesday, 11/30/2010, 12:00:00 AM -
Thursday, 12/02/2010, 12:00:00 PM

Speed Grand Totals
South Bound

Hourly Averages

mph	Total	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
12:00 AM	2.3	0.3	0.3	0.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.3	0.3	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	0.0
3:00 AM	1.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.3	0.0	1.0	3.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.0	0.3	1.0	1.7	4.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	27.3	1.3	2.3	6.3	10.3	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	47.7	0.0	4.0	20.0	18.0	5.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	40.0	0.0	2.7	18.7	16.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	19.3	0.3	3.7	7.7	5.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	22.3	0.3	2.3	12.3	6.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	25.0	0.3	5.0	7.7	9.0	2.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3
12:00 PM	24.0	0.0	5.5	10.5	5.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	27.0	2.0	3.0	12.5	6.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	36.0	0.5	3.0	12.0	18.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	34.5	1.5	3.5	12.5	13.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	44.0	2.0	6.0	14.5	16.0	3.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	32.5	0.5	4.5	14.0	9.5	3.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	24.0	3.0	1.5	7.5	8.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
7:00 PM	19.0	0.0	1.5	7.5	6.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.5	0.5	2.5	5.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.0	0.5	3.5	3.0	4.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.5	2.0	0.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.0	1.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	480.2	14.3	58.2	177.3	170.0	51.0	7.3	1.2	0.0	0.0	0.0	0.0	0.0	0.8

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.7	20.0	24.8	29.5	30.5

10 mph Pace Speed 20.3 - 30.3
Number in Pace 853 (73.4 %)

Average 24.8 mph
Minimum 7.0 mph
Maximum 75.1 mph

Speeds Exceeded	55 mph	65 mph	75 mph
	0.2 %	0.2 %	0.1 %
Count	2	2	1

Study Grand Totals

mph	Total	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
South Bound	1162	32	138	431	414	125	17	3	0	0	0	0	0	2
		2.8%	11.9%	37.1%	35.6%	10.8%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%

TSC-10-010 Speed Concern on Sitka Avenue, north of Hwy 99W
(repeated traffic data collection in Nov/Dec 2010)

Description 1: Sitka between 99W & Oak Dr.
Description 2:
Description 3:

Site: Sitka between 99W & Oak
Tuesday, 11/30/2010, 12:00:00 AM -
Thursday, 12/02/2010, 12:00:00 PM

Speed Grand Totals
North Bound

Hourly Averages

mph	Total	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
12:00 AM	2.7	0.0	0.7	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	0.3	0.7	0.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.0	0.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.7	0.0	0.3	2.0	2.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.0	0.0	1.0	4.3	2.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	48.3	1.0	3.3	11.0	19.0	12.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	43.7	0.7	7.0	10.7	15.3	8.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	23.3	1.0	4.3	9.3	6.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	17.3	0.0	4.0	5.3	5.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	31.7	0.7	4.0	11.3	11.0	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	32.5	0.5	3.5	13.5	11.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	38.0	1.0	6.0	12.5	15.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	36.5	0.0	6.5	10.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	40.5	1.5	9.0	13.0	10.5	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	54.0	2.0	5.0	18.5	22.0	5.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	49.5	0.5	6.0	12.0	17.0	11.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0
6:00 PM	40.5	1.5	5.0	10.0	12.5	10.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	1.0	2.5	4.5	9.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.5	0.5	1.5	2.5	10.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.5	0.0	0.5	2.0	6.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.0	0.0	1.0	2.5	2.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.0	1.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	551.8	11.8	71.5	158.0	200.5	99.8	9.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.7	20.0	25.8	30.8	31.7

10 mph Pace Speed 21.9 - 31.9
Number in Pace 884 (68.2 %)

Average 25.6 mph
Minimum 7.8 mph
Maximum 83.0 mph

Speeds Exceeded	55 mph	65 mph	75 mph
	0.2 %	0.2 %	0.2 %
Count	2	2	2

Study Grand Totals

mph	Total	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
North Bound	1297	27	168	372	467	239	22	0	0	0	0	0	0	2
		2.1%	13.0%	28.7%	36.0%	18.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%

TSC-10-010 Speed Concern on Sitka Avenue, north of Hwy 99W
(repeated traffic data collection in Nov/Dec 2010)

Description 1: Sitka between 99W & Oak Dr.
Description 2:
Description 3:

Site: Sitka between 99W & Oak
Tuesday, 11/30/2010, 12:00:00 AM -
Thursday, 12/02/2010, 12:00:00 PM

Speed Grand Totals
Combined

Hourly Averages

mph	Total	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
12:00 AM	5.0	0.3	1.0	1.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.0	0.0	0.7	1.0	0.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.0	0.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	7.7	0.3	0.0	1.0	4.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	16.7	0.3	1.3	3.7	7.0	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	40.3	1.3	3.3	10.7	13.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	96.0	1.0	7.3	31.0	37.0	18.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	83.7	0.7	9.7	29.3	31.7	11.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	42.7	1.3	8.0	17.0	11.7	3.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	39.7	0.3	6.3	17.7	11.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	56.7	1.0	9.0	19.0	20.0	6.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.3
12:00 PM	56.5	0.5	9.0	24.0	17.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	65.0	3.0	9.0	25.0	21.5	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	72.5	0.5	9.5	22.0	34.5	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	75.0	3.0	12.5	25.5	23.5	9.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	98.0	4.0	11.0	33.0	38.0	8.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	82.0	1.0	10.5	26.0	26.5	14.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	1.0
6:00 PM	64.5	4.5	6.5	17.5	20.5	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
7:00 PM	44.0	1.0	4.0	12.0	16.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.0	1.0	4.0	8.0	14.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	26.5	0.5	4.0	5.0	11.0	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.0	0.5	3.0	3.0	4.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.0	0.0	0.0	2.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1032.0	26.2	129.7	335.3	370.5	150.8	16.5	1.2	0.0	0.0	0.0	0.0	0.0	1.8

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	18.7	20.0	25.3	30.3	31.3

10 mph Pace Speed 20.3 - 30.3
Number in Pace 1712 (69.6 %)

Average 25.2 mph
Minimum 7.0 mph
Maximum 83.0 mph

Speeds Exceeded	55 mph	65 mph	75 mph
	0.2 %	0.2 %	0.1 %
Count	4	4	3

Study Grand Totals

mph	Total	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
South Bound	1162	32	138	431	414	125	17	3	0	0	0	0	0	2
		2.8%	11.9%	37.1%	35.6%	10.8%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
North Bound	1297	27	168	372	467	239	22	0	0	0	0	0	0	2
		2.1%	13.0%	28.7%	36.0%	18.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Combined	2459	59	306	803	881	364	39	3	0	0	0	0	0	4
		2.4%	12.4%	32.7%	35.8%	14.8%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%

TSC-10-010 Speed Concern on Sitka Avenue, north of Hwy 99W
(repeated traffic data collection in Nov/Dec 2010)

TSC-10-010 Speed Concern on Sitka Avenue, north of Hwy 99W
(repeated traffic data collection in Nov/Dec 2010)

Description 1: Sitka between 99W & Oak Dr.
Description 2:
Description 3:

Site: Sitka between 99W & Oak
Tuesday, 11/30/2010, 12:00:00 AM -
Thursday, 12/02/2010, 12:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	South Bound	North Bound	Combined
12:00 AM	2.3	2.7	5.0
1:00 AM	0.7	3.3	4.0
2:00 AM	0.0	1.0	1.0
3:00 AM	1.0	0.7	1.7
4:00 AM	6.0	1.7	7.7
5:00 AM	10.0	6.7	16.7
6:00 AM	27.3	13.0	40.3
7:00 AM	47.7	48.3	96.0
8:00 AM	40.0	43.7	83.7
9:00 AM	19.3	23.3	42.7
10:00 AM	22.3	17.3	39.7
11:00 AM	25.0	31.7	56.7
12:00 PM	24.0	32.5	56.5
1:00 PM	27.0	38.0	65.0
2:00 PM	36.0	36.5	72.5
3:00 PM	34.5	40.5	75.0
4:00 PM	44.0	54.0	98.0
5:00 PM	32.5	49.5	82.0
6:00 PM	24.0	40.5	64.5
7:00 PM	19.0	25.0	44.0
8:00 PM	13.5	16.5	30.0
9:00 PM	13.0	13.5	26.5
10:00 PM	5.0	8.0	13.0
11:00 PM	6.0	4.0	10.0
ADT	480.2	551.8	1032.0

Study Grand Totals

South Bound	North Bound	Combined
1162	1297	2459
47.3 %	52.7 %	

TSC-10-012 Signal Warrant at N. College & Foothills Drive

On 9/13/10, TSC requested staff to conduct another data collection during the school year as the previous data was collected in August. This latest signal warrant analysis indicates that the signal would not be warranted at this time. If you have any questions, please contact Paul Chiu at 503.554.1751. Thank you.

November 19, 2010
3101 Juniper Dr.
Newberg, OR 97132

Paul Chiu, PE, Senior Engineer
City of Newberg
PO Box 970
Newberg, OR 97132

Paul:

I have reviewed the November 9, 2010 traffic volume counts you forwarded for the intersection of Foothills at College Avenue in Newberg, Oregon. The traffic volumes do not meet current traffic signal warrants as outlined in the 2003 Edition of the MUTCD. Meeting traffic warrants is a necessary but not sufficient condition for justifying a traffic control signal. It would be very difficult to convince ODOT that a traffic signal is needed at the intersection based on the volumes you forwarded me.

There are 8 traffic signal warrants in the Manual. In this instance Warrant 1 and Warrant 2 control.

Warrant 1 considers the eight hour vehicular volume. To meet the warrant, the major street volume must be greater than 600 vehicles per hour and one minor street approach volume must be greater than 150 vehicles per hour for any 8 hours. There is only 1 hour (6-7 pm) when the major street volume is greater than 500 vehicles (564 vehicles) and the warrant is not met.

Warrant 2 considers the four hour vehicular volume. To meet the warrant, the major street volume (two way) and one minor street approach volume must be greater than the volumes on a curve for any 4 hours. One of the points on the curve is 500 major approaches vehicles and 325 minor approach vehicles. The data is under the curve for all periods and the warrant is not met.

Warrant 3 considers the peak hour volume. To meet this warrant the volumes need to be greater than the volumes counted in the information you provided. This warrant is used at a busy factory exit for instance. The peak period traffic volumes are under the curve for all periods and the warrant is not met.

Warrant 4 considers the pedestrian volume. The traffic volume counts provided did not include pedestrian volumes, but I believe the pedestrian volume warrant is not met.

Warrant 5 considers the school crossing volume. The counts did not include pedestrian volumes.

Warrant 6 considers the coordinated signal system. This intersection is not part of a coordinated signal system, a signal is not needed to maintain vehicle platooning and this warrant is not met.

Warrant 7 considers the crash experience. No crash data was provided with the counts. You may obtain crash data from the ODOT Crash Data center if you believe a signal is needed because of a significant number of crashes.

Warrant 8 considers the roadway network and this warrant is not met.

I know there are instances drivers are experiencing longer delays than they prefer, but the use of warrants to test whether a signal should be considered has been extensive and tested. Warrants are intended to

TSC-10-012 Signal Warrant at N. College & Foothills Drive

On 9/13/10, TSC requested staff to conduct another data collection during the school year as the previous data was collected in August. This latest signal warrant analysis indicates that the signal would not be warranted at this time. If you have any questions, please contact Paul Chiu at 503.554.1751. Thank you.

assure traffic control signals provide traffic control that optimizes the movement of traffic and traffic safety. I retain my confidence in the MUTCD and in spite of being personally inconvenienced from time to time, do not believe the intersection should be signalized based on the traffic volume counts forwarded to me.

I thank you for asking me to review this information.

Sincerely yours,

Karl Birky, PE, PTOE

Oregon Traffic Engineering, LLC

TSC-10-012 Foothills Drive at N. College Street

Description 1: College N of Foothills
Description 2:
Description 3:

Site: College N of Foothills
Tuesday, 11/09/2010, 3:00:00 PM -
Wednesday, 11/10/2010, 3:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	Travel Lane	Turn Lane	Combined
12:00 AM	13.0	1.0	14.0
1:00 AM	2.0	0.0	2.0
2:00 AM	2.0	0.0	2.0
3:00 AM	2.0	0.0	2.0
4:00 AM	4.0	0.0	4.0
5:00 AM	10.0	1.0	11.0
6:00 AM	25.0	1.0	26.0
7:00 AM	76.0	2.0	78.0
8:00 AM	126.0	5.0	131.0
9:00 AM	159.0	8.0	167.0
10:00 AM	95.0	5.0	100.0
11:00 AM	84.0	3.0	87.0
12:00 PM	129.0	8.0	137.0
1:00 PM	109.0	4.0	113.0
2:00 PM	98.0	5.0	103.0
3:00 PM	131.0	9.0	140.0
4:00 PM	121.0	9.0	130.0
5:00 PM	198.0	11.0	209.0
6:00 PM	195.0	17.0	212.0
7:00 PM	149.0	20.0	169.0
8:00 PM	58.0	5.0	63.0
9:00 PM	58.0	4.0	62.0
10:00 PM	49.0	10.0	59.0
11:00 PM	15.0	3.0	18.0
ADT	1908.0	131.0	2039.0

Study Grand Totals

Travel Lane	Turn Lane	Combined
1908	131	2039
93.6 %	6.4 %	

TSC-10-012 Foothills Drive at N. College Street

Description 1: College S of Foothills
Description 2:
Description 3:

Site: College S of Foothills
Tuesday, 11/09/2010, 3:00:00 PM -
Wednesday, 11/10/2010, 3:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	Travel Lane	Turn Lane	Combined
12:00 AM	9.0	5.0	14.0
1:00 AM	8.0	1.0	9.0
2:00 AM	7.0	0.0	7.0
3:00 AM	5.0	1.0	6.0
4:00 AM	5.0	0.0	5.0
5:00 AM	15.0	3.0	18.0
6:00 AM	62.0	0.0	62.0
7:00 AM	116.0	25.0	141.0
8:00 AM	175.0	51.0	226.0
9:00 AM	179.0	77.0	256.0
10:00 AM	132.0	56.0	188.0
11:00 AM	127.0	41.0	168.0
12:00 PM	157.0	50.0	207.0
1:00 PM	146.0	28.0	174.0
2:00 PM	165.0	36.0	201.0
3:00 PM	139.0	69.0	208.0
4:00 PM	219.0	66.0	285.0
5:00 PM	221.0	49.0	270.0
6:00 PM	278.0	74.0	352.0
7:00 PM	172.0	54.0	226.0
8:00 PM	110.0	26.0	136.0
9:00 PM	121.0	5.0	126.0
10:00 PM	85.0	13.0	98.0
11:00 PM	43.0	4.0	47.0
ADT	2696.0	734.0	3430.0

Study Grand Totals

Travel Lane	Turn Lane	Combined
2696	734	3430
78.6 %	21.4 %	

TSC-10-012 Foothills Drive at N. College Street

Description 1: Foothills E of College
Description 2:
Description 3:

Site: Foothills E of College
Monday, 11/01/2010, 3:00:00 PM -
Tuesday, 11/02/2010, 3:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	Travel Lane	Turn Lane	Combined
12:00 AM	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0
2:00 AM	0.0	1.0	1.0
3:00 AM	3.0	2.0	5.0
4:00 AM	5.0	13.0	18.0
5:00 AM	7.0	43.0	50.0
6:00 AM	35.0	64.0	99.0
7:00 AM	23.0	90.0	113.0
8:00 AM	30.0	94.0	124.0
9:00 AM	16.0	48.0	64.0
10:00 AM	22.0	34.0	56.0
11:00 AM	14.0	46.0	60.0
12:00 PM	13.0	47.0	60.0
1:00 PM	31.0	35.0	66.0
2:00 PM	19.0	46.0	65.0
3:00 PM	15.0	68.0	83.0
4:00 PM	15.0	47.0	62.0
5:00 PM	14.0	48.0	62.0
6:00 PM	19.0	56.0	75.0
7:00 PM	7.0	28.0	35.0
8:00 PM	5.0	25.0	30.0
9:00 PM	4.0	13.0	17.0
10:00 PM	5.0	11.0	16.0
11:00 PM	1.0	3.0	4.0
ADT	303.0	862.0	1165.0

Study Grand Totals

Travel Lane	Turn Lane	Combined
303	862	1165
26.0 %	74.0 %	

TSC-10-012 Foothills Drive at N. College Street

Description 1: Foothills W of College
Description 2:
Description 3:

Site: Foothills W of College
Wednesday, 11/03/2010, 3:11:35 PM -
Thursday, 11/04/2010, 3:29:52 PM

Volume Grand Totals

Average Hourly Volumes

	Travel Lane	Turn Lane	Combined
12:00 AM	7.0	8.0	15.0
1:00 AM	6.0	6.0	12.0
2:00 AM	2.0	5.0	7.0
3:00 AM	3.0	3.0	6.0
4:00 AM	2.0	13.0	15.0
5:00 AM	5.0	53.0	58.0
6:00 AM	28.0	90.0	118.0
7:00 AM	149.0	308.0	457.0
8:00 AM	73.0	171.0	244.0
9:00 AM	27.0	70.0	97.0
10:00 AM	43.0	70.0	113.0
11:00 AM	54.0	92.0	146.0
12:00 PM	60.0	108.0	168.0
1:00 PM	56.0	87.0	143.0
2:00 PM	112.0	145.0	257.0
3:00 PM	91.2	129.5	220.7
4:00 PM	123.0	108.0	231.0
5:00 PM	132.0	147.0	279.0
6:00 PM	82.0	138.0	220.0
7:00 PM	44.0	88.0	132.0
8:00 PM	32.0	52.0	84.0
9:00 PM	19.0	27.0	46.0
10:00 PM	13.0	20.0	33.0
11:00 PM	11.0	17.0	28.0
ADT	1174.2	1955.5	3129.7

Study Grand Totals

Travel Lane	Turn Lane	Combined
1202	1995	3197
37.6 %	62.4 %	