

**CITY OF NEWBERG
TRAFFIC SAFETY COMMISSION
7:00 P.M., MAY 13, 2012
PUBLIC SAFETY BUILDING TRAINING ROOM (401 EAST THIRD STREET)**

- I. CALL MEETING TO ORDER**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. PUBLIC COMMENTS**
- V. CONSENT CALENDAR**
 - a. Approval of minutes of April 8, 2013**
- VI. OLD BUSINESS**
 - a. TSC-13-011 Mountainview Drive Striping plan: Request for reconsideration**
 - b. TSC-12-001 Turn restriction approval (Sheridan @ OR-219)**
- VII. NEW BUSINESS**
 - a. TSC-13-013 Traffic Review at Church and 2nd Street Intersection**
 - b. TSC-13-014 Stop sign request at 11 intersections**
- VIII. ADJOURNMENT**

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

TRAFFIC SAFETY COMMISSION MINUTES
7:00 PM, Monday, April 8, 2013
Public Safety Building, 401 E Third Street, Newberg

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:04 PM.

II. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky	Doris Brandt
	Dianna Cotter	Shannon Eoff	Ron Johns
	Kari Lawson	Greg Martin	
	Mayor Bob Andrews (Ex-officio)		

Members Absent: Hannah Kinney, Student Commissioner (excused), Suzanne Stitch (excused)

Staff Present:	Brian Casey, Police Chief	Mary Newell, Support Services Manager
	Paul Chiu, Senior Engineer	Mandy Dillman, Minutes Recorder

Others Present: Jessica Nunley (arrived at 7:17)

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Chair Klein opened and closed the public testimony as there was no one to testify.

V. CONSENT CALENDAR

- A. Approval of minutes of March 11, 2013

MOTION: Eoff/Brandt approving the Consent Calendar including the Traffic Safety Commission minutes for March 11, 2013. Motion carried (7 Yes/0 No).
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VI. NEW BUSINESS

- A. TSC-13-010 College/2nd – Request for 4-way stop

Mr. Paul Chiu explained this is a closed item from the agenda and a full report will be presented at the next Traffic Safety Commission meeting after more information is available.

- B. Staff Presentation: “Role of GIS in Traffic Safety”

Mr. Jan Wolf, Geographic Information Systems (GIS) Analyst, presented a report on the updated GIS mapping system available to the city. The interactive map shows which intersections in town have had automobile accidents and how many have accrued at each intersection in town, as well as specifics about each accident. Additionally, you can select an intersection where the city may be making a change and the program will show which homeowners need to be contacted to inform them of the changes, complete with lists of physical addresses, addresses to send notification to, and homeowner information.

Commissioner Karl Birky asked why it looks as though there are a lot more accidents on the east side of Newberg versus the west side. Mr. Wolf replied they have not looked in to that yet; however, another great aspect of this program is the questions it brings up similar to Mr. Birky's, which they can now study. He mentioned the intersections of Highway 219 and 2nd Street and Springbrook Road and Highway 99W are both problematic areas with the latter having one of the highest accident counts, which they have learned from this new mapping system. The map is updated every night by dispatch and they can look at information from the present back to any date, or a certain selection of dates. The program has lots of opportunities to help improve Newberg and hopefully will bring up lots of conversation and provide usable information for the city.

C. Pavement Marking, Striping, and Signage Plan for Mountainview Drive from College to Main.

Jessica Nunley, Assistant Planner, talked about the plan to restripe Mountainview Road with bike and parking lanes for bike route two. She explained it is a minor collector which calls for bike lanes and there is enough room to keep some of the on-street parking and add the bike lanes without causing too much change for the neighborhood. Ms. Nunley said they hope to be done in the fall and it will be completed with the Marion County striping contract.

Commissioner Birky asked if parking is allowed on the north side of Mountainview currently. Ms. Nunley replied it is allowed on both sides of the road right now. Commissioner Birky further inquired if they are planning on placing no parking signs on the north side. Ms. Nunley explained they plan on installing three additional no parking signs.

Ms. Nunley recommends the TSC approve the Pavement Marking, Striping, and Signage Plan for Mountainview Drive from College to Main. She mentioned once approved they will make a map along with a description explaining the plan and mail it out to homeowners in the area to cover both the decision and information about the restriping with one mailing.

<p>MOTION: Brandt/Cotter to approve Pavement Marking, Striping, and Signage Plan for Mountainview Drive from College to Main. Motion carried (7 Yes/0 No).</p>

VII. OLD BUSINESS

- A. Traffic Calming Plan (revised per TSC comments at March work session)
- Point award in "Street Scoring for Subsidy" was increased
 - Added local improvement district as an option for funding under Section 3.3
 - Added "Speed Cushion" as a traffic calming measure

Mr. Paul Chiu, Senior Engineer, presented the staff report accompanied by a PowerPoint presentation (see official meeting packet for full report).

Discussion commenced about how to structure the traffic calming measures table in the information packet.

Chair Klein asked about the funding item from last month's work session and how they decided to make the point system equitable. Mr. Chiu explained they changed the numbering from five to ten. This way they can accumulate points faster. The last version calculated one point per 100 and in the new version you can reach the maximum number of points faster. In the eligibility for funding meeting they discussed changes to allow for better calculations to reach the needed amount of points faster.

Chair Klein said his intent meets with commission's approval with changes noted and recommends the TSC approve the traffic calming plan.

MOTION: Birky/Brandt to adopt Traffic Calming Plan, as amended. Motion carried (7 Yes/0 No).
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VIII. STAFF REPORTS – GENERAL INFORMATION

TIME – 7:06 PM

A. Police Update.

Brian Casey, Chief of Police, reported on inquiries the city has received about their red light system. The inquiries have even come from a national level, and he wanted to note Newberg has a pretty effective red light system. He mentioned a drug dog retired and was adopted by a citizen here in town. The dog served Newberg for over eight year and literally had hundreds of drug seizures. The new animal shelter is not open to the public as of yet, however, it is housing animals and is continuously being improved and getting closer to being finished. The Newberg police force was heavily involved in the case of the George Fox student who got lost on Mount Hood. She is safely home and doing fine now. Things are starting to pick up for them because of the time of year and he mentioned last Friday between the hours of 9:00 PM and 7:00 AM they stopped over thirty-five cars.

B. Engineering Update

Mr. Paul Chiu, Senior Engineer, reported there was an information meeting on the April 2, 2013, about the addition of a sidewalk on the west side of College Street and bike lanes on both sides. Homeowners on the west side of College Street will participate in the May 6, 2013, public hearing. They are in touch with Oregon Department of Transportation (ODOT) to determine the compensation homeowners will be receiving for the right of way. ODOT will additionally be providing \$60,000.00 to Mable Rush for their Safe Route to School program which will be adding bike racks, bike shelters, and a speed zone flashing sign for the school. It is planned to be finished by the end of next summer 2014. Several projects are starting up for the summer, including working on infrastructure updates to existing sewer and water pipes for parts of the bypass project. Also streets surrounding the Cultural Center and those on the corridor leading from the Cultural Center to City Hall and the police station will be updated and reconstructed this summer as well.

Mayor Andrews asked when signage would be up for Sheridan Street and College Street. Mr. Chiu replied they do not know yet and are waiting for information from ODOT.

Chair Klein asked if they are also waiting to hear from ODOT on the 2nd Street and Grocery Outlet "no parking" issues as well. Mr. Chiu said he did not know and would investigate.

Discussion commenced on what they will discuss at the joint meeting with Planning Commission on Thursday, and what tasks belong to which meeting types.

Mayor Andrews mentioned the vision cone at 9th Street and Pacific Street in the southwest corner needs some attention due to vegetation overgrowth.

Commissioner Dianna Cotter informed the group there will be a Ham radio licensure course Friday and Saturday which costs only \$15 to get licensed.

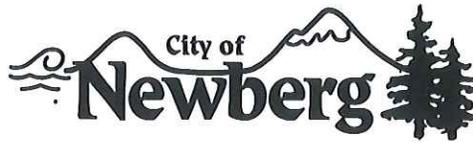
IX. ADJOURNMENT – Next meeting May 13, 2013

The meeting adjourned at 8:13 PM.

Approved by the Newberg Traffic Safety Commission this ___ day of _____, 20xx.

Mandy Dillman
Minutes Recorder

Neil S. Klein
Traffic Safety Commission Chair



MEMORANDUM

ENGINEERING SERVICES
DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

May 1, 2013

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-13-011 \Proposed Mountainview Drive Bike Lane Striping (for information only)

A street photo of N. Main Street (looking south):



N. Main Street is functionally classified as a “major collector”. The existing curb to curb width on is 34 feet for N. Main Street (south of Mountainview Drive). There are no parking restriction signs on N. Main Street, immediately south of Mountainview Drive.

Thank you.

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**An appeal letter for TSC-13-011
(with owner's address removed for privacy)**

April 22, 2013

Re: Bike Lane on Mountainview Drive

I am writing to voice my concerns in placing bike lanes on both sides of the street on Mountainview Drive. Placing the bike lines would take away parking spaces for our family and visitors. Also, the church uses street parking when their parking lot gets full.

With the lack of parking spaces, it will decrease the value of our home. In a down economy, it already is tough to sell a home. Taking away another asset that effects the daily lives of potential buyers, such as the lack of parking, makes it even more difficult to sell a house.

Another concern, is that my house is the only mailbox on the street. I may be forced to relocate it or find alternative means to receiving my mail.

I understand the importance of having bike lanes and keeping our bikers safe in our neighborhood. However, I hope that you will consider other designs that will allow for some street parking and not take away parking all together.

I appreciate your time and hope you will compromise in working with the residents in our neighborhood in coming up with a bike lane design that will be satisfactory to everyone.

Thank you.

Phat Voong

Paul Chiu
Senior Engineer
503.554.1751

Brian Casey
Chief of Police
503.538.8321



414 East First Street
PO Box 970
Newberg, OR 97132

April 11, 2013

Dear Property Owner:

RE: Limited Traffic Decision (File #TSC-13-011)

The Traffic Safety Commission (TSC) at their meeting on Monday, April 8, 2013, made a **Limited Decision** to:

Restripe the portion of Mountainview Drive between College Street and Main Street to include bike lanes on both sides, limited parking lanes on the south side near College Street and on the north side near Main Street, and remove the remainder of the existing on-street parking (see attached maps for details).

Mountainview Drive is classified as a major collector in the city's Transportation System Plan (TSP), which calls for no or limited on-street parking and bike lanes, similar to what exists on Mountainview Drive on either side of College Street and Main Street. In the section of Mountainview Drive between College Street and Main Street, the roadway is wide enough to allow for two limited parking areas in addition to the bike lanes on each side. The limited parking areas are located in areas where there are existing houses which take direct access to Mountainview Drive. The decision to restripe this section of Mountainview Drive helps the city implement its Transportation System Plan and helps with overall bike connectivity and safety through the city.

You are notified as a property owner within 300 feet that you may request the Traffic Safety Commission reconsider their decision and schedule a public hearing on this Limited Traffic Decision by a submitting written request for hearing within fourteen (14) days of the date of this letter to:

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

Any party appearing before the commission, either in written form or by oral testimony, has the authority to appeal the decision of the commission. If two or more owners request a public hearing, a special public hearing will be scheduled and property owners within 300 feet will be notified. Those persons who submit written or oral testimony at the special public hearing may appeal the final decision of the Commission to the Newberg City Council.

The appeal process is explained in §2.15.450 Appeals of decisions of the Newberg Municipal City Code, enclosed, or you may access it at the city website: www.newbergoregon.gov. Please call (503) 537-1221 if you have questions or require additional information.

Mary Newell
Support Services Manager
Newberg Traffic Safety Commission

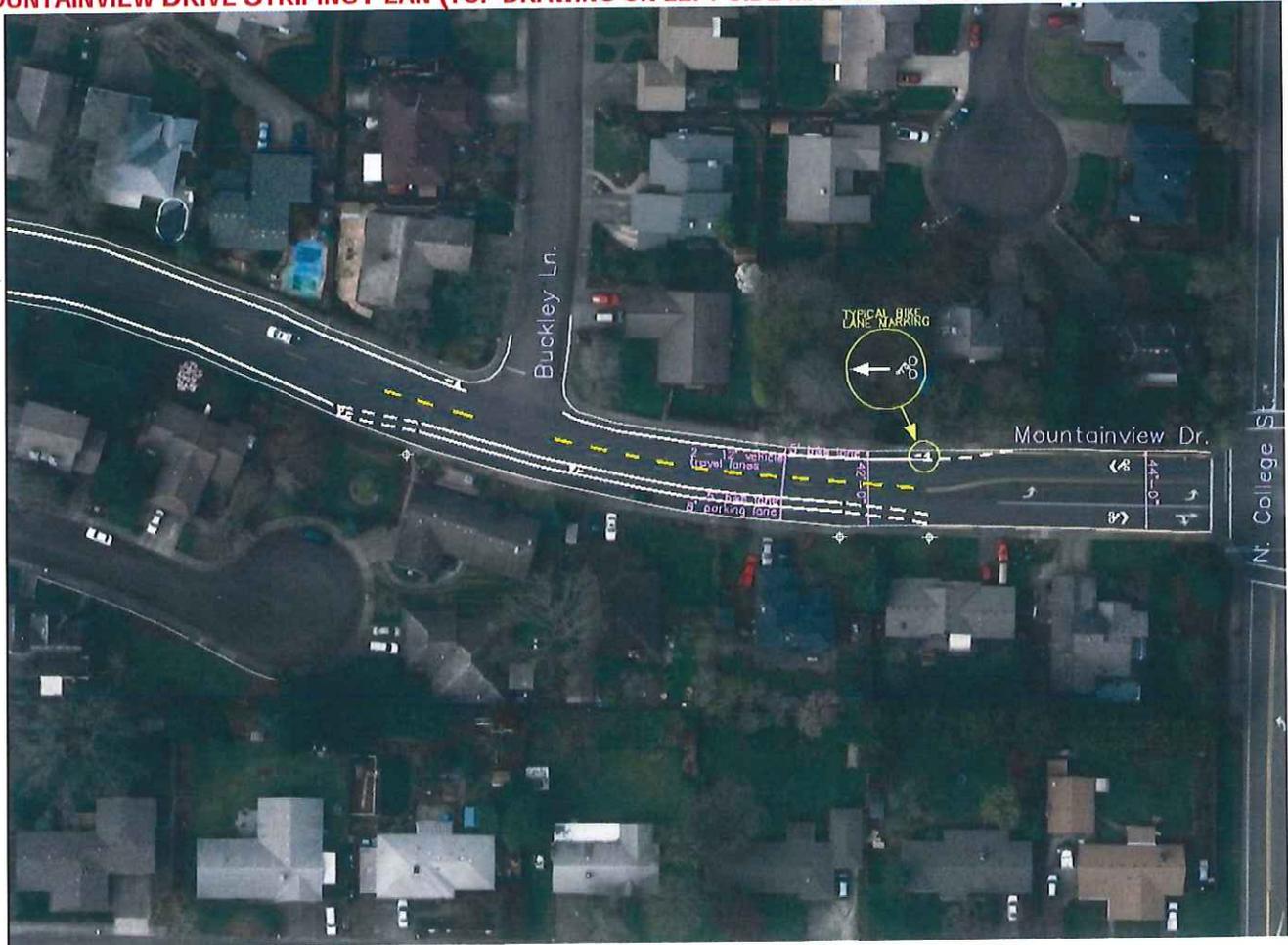
Enclosed: §2.15.450 Appeals of decisions, Mountainview Drive striping plan
c: Newberg Engineering

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MOUNTAINVIEW DRIVE STRIPING PLAN (TOP DRAWING ON LEFT SIDE MATCHES BOTTOM DRAWING ON RIGHT SIDE)



TSC-12-001

From: Paul Chiu
Sent: Thursday, May 02, 2013 4:59 PM
To: Mary Newell
Subject: FW: Turn Restriction Approval - OR-219 @ Sheridan in Newberg

Attachments: Turn Restriction Approval (Sheridan at OR-219 in Nwbg)_2013 0502.pdf
Mary,

Just got this good news from ODOT today.
Please include the attached approval memo from ODOT under Old Business for TSC-12-001 if you have not put the agenda together.
Thank you.

Paul Chiu, P.E.
Senior Engineer - Newberg Engineering Services Dept.
414 E. First Street / P O Box 970, Newberg, OR 97132
Direct: 503.554.1751 Fax: 503.537.1277

-----Original Message-----

From: SALYER Amanda [mailto:Amanda.SALYER@odot.state.or.us]
Sent: Thursday, May 02, 2013 2:55 PM
To: Paul Chiu; POTTER James T * Tim; JORDAN Donald L; KARGEL Angela J
Cc: UPTON Dorothy J; LAFLEUR Christina L
Subject: FW: Turn Restriction Approval - OR-219 @ Sheridan in Newberg

Paul - see attached approval. Contact Dorothy and Christy LaFleur when you are ready to install the signs.

Tim & Don - Turn Restrictions/Prohibitions are now approved by the Region Traffic Engineer (Dorothy) instead of the State Traffic Engineer. This was a recent modification to the OAR pertaining to Turn Restrictions/Prohibitions.

Angela & Dorothy - I sent a hard copy of this to HQ.

Amanda

MEMORANDUM

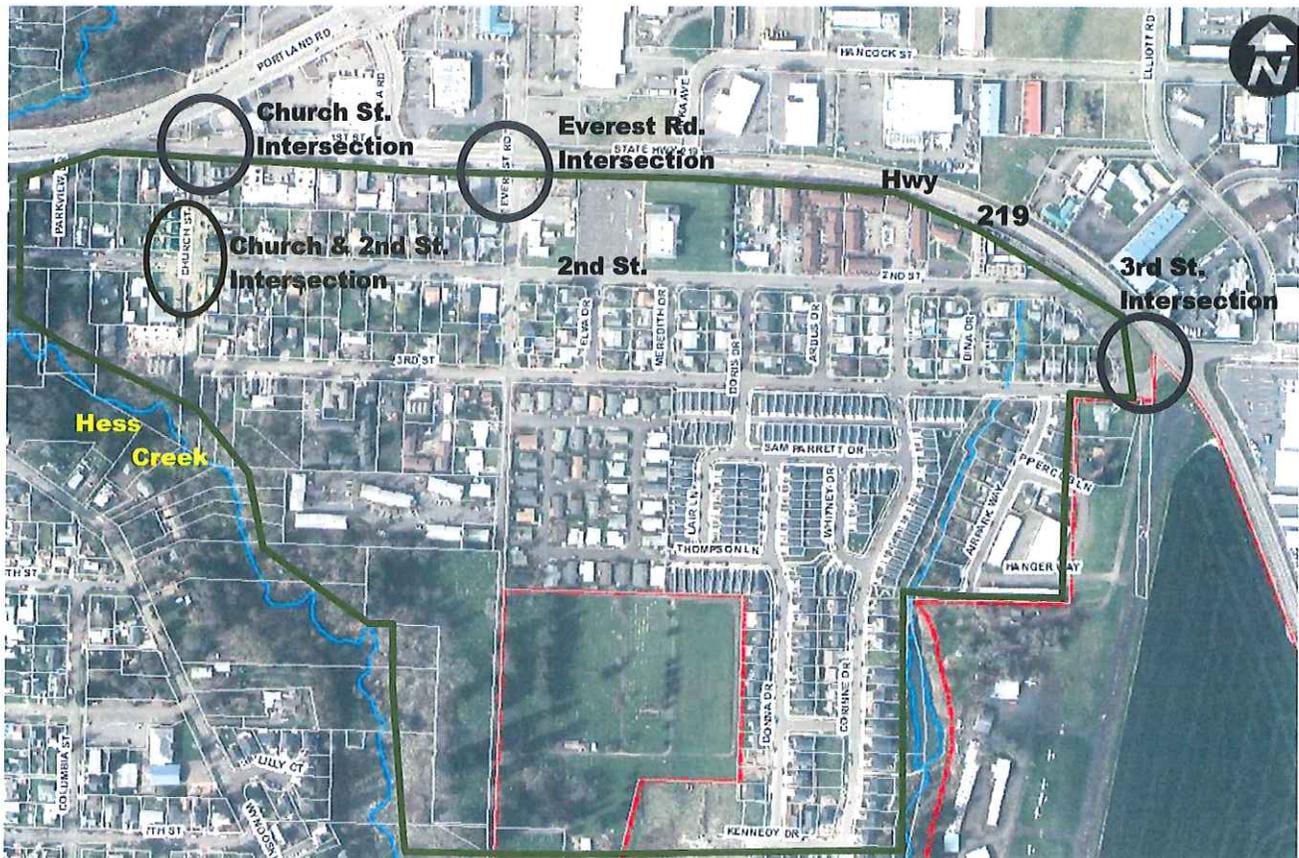
ENGINEERING SERVICES
DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

May 1, 2013

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *Paul Chiu*
RE: TSC-13-013 \Existing Traffic Review at Church and 2nd Streets

Residential traffic from the Newberg area bordered on the southwest by Hess Creek, and northeast by State Highway 219 (as shown in the map below enclosed by the darker green lines), has access to Highway 219 at three specific locations, Church Street, Everest Road, and the 3rd Street intersection.



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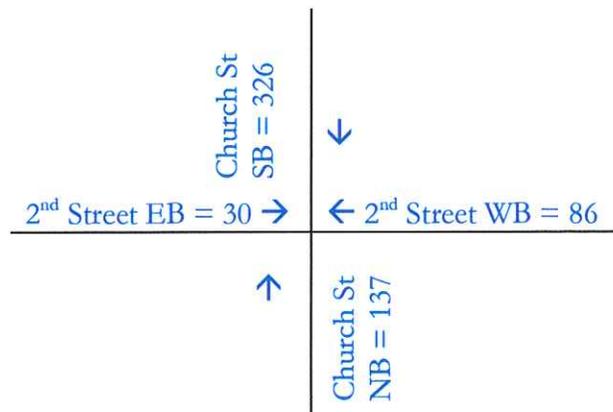
This memo provides a review of the existing traffic flow at the intersection of Church and 2nd Streets (see page 4 for a photo of the intersection). Currently, there are “stop” signs in each direction on 2nd Street at this 4-way intersection. One speed limit sign is posted for the eastbound lane on 2nd Street, and nothing on Church Street. The posted speed limit is 25 MPH for residential streets.

Traffic data was collected on April 9th thru 11th, 2013 and summarized as follow:

Traffic Data on Church Street				
Block	between 1st & 2nd		between 2nd & 3rd	
85% Speed	Southbound	Northbound	Southbound	Northbound
		23.1 MPH	22.5 MPH	22.5 MPH
ADT =	326	259	196	137
AM Peak =	14	17	10	7
PM Peak =	36	27	22	13

Traffic Data on 2nd Street				
Block	between Church & Everest		West of Church (dead end)	
85% Speed	Westbound	Eastbound	Westbound	Eastbound
		22.3 MPH	22.5 MPH	17.6 MPH
ADT =	86	79	32	30
AM Peak =	7	6	2	2
PM Peak =	12	10	4	3

Vehicle Crash Data in Last Five (5) Years			
Incident Date	Motor Vehicle Crash	Comment	Injury
Nothing was reported			



Upon review, the traffic volume is relatively low but is not balanced in all four directions. 56% of the traffic is southbound towards the Church/2nd Street intersection; 24% is northbound; 15% is westbound and 5% is eastbound. (80% is either north or southbound traffic on Church Street.)

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The 85 percentile speeds in all four directions were recorded below 23 MPH. Speeding is not an issue at the intersection approaches.

There was no reported crash data at this intersection within the last five years. Per MUTCD Section 2B.07 (provided below), four way stop signs are not warranted, and no additional safety improvements are needed at this time. Please contact me if you have any questions. Thank you.

MUTCD - Section 2B.07 (2009 Edition, with Revisions 1 and 2, dated May 2012)

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

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Intersection of Church and 2nd Street (looking north)



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Description 1: 2nd St. between Church & Everest
 Description 2:
 Description 3:

TSC-13-013 Volume on 2nd St, East of Church St

Site: 2nd St. between Church &
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	0.0	0.0	0.0
1:00 AM	1.0	1.0	2.0
2:00 AM	0.3	0.0	0.3
3:00 AM	0.0	0.3	0.3
4:00 AM	0.3	0.7	1.0
5:00 AM	2.3	3.0	5.3
6:00 AM	0.7	4.0	4.7
7:00 AM	2.7	7.0	9.7
8:00 AM	2.7	4.0	6.7
9:00 AM	3.3	4.7	8.0
10:00 AM	6.3	2.7	9.0
11:00 AM	5.7	5.0	10.7
12:00 PM	4.3	5.3	9.7
1:00 PM	4.0	4.7	8.7
2:00 PM	8.7	8.3	17.0
3:00 PM	9.0	8.0	17.0
4:00 PM	10.3	12.3	22.7
5:00 PM	5.7	4.3	10.0
6:00 PM	6.7	4.7	11.3
7:00 PM	2.0	3.3	5.3
8:00 PM	1.0	0.7	1.7
9:00 PM	1.3	1.3	2.7
10:00 PM	0.0	0.3	0.3
11:00 PM	0.7	0.3	1.0
ADT	79.0	86.0	165.0

Study Grand Totals			
	East Bound	West Bound	Combined
	237	258	495
	47.9 %	52.1 %	

Description 1: 2nd St. between Church & Everest
 Description 2:
 Description 3:

Site: 2nd St. between Church &
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Vehicle Classification on 2nd St, East of Church St

Classification Grand Totals East Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages									
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
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	0.0	0.0
1:00 AM	1.0	0.0	1.0	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	0.3	0.0	0.3	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	0.0	0.0
4:00 AM	0.3	0.0	0.3	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	2.3	0.0	2.0	0.3	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	0.7	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	0.0
7:00 AM	2.7	0.0	1.7	1.0	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	2.7	0.0	0.7	1.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	3.3	0.0	2.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	6.3	0.0	3.3	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	5.7	0.0	2.3	2.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	4.3	0.0	3.3	1.0	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	4.0	0.0	3.0	1.0	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	8.7	0.0	7.3	1.3	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	9.0	0.0	5.0	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	10.3	0.0	8.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	5.7	0.3	4.0	1.3	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	6.7	0.0	5.0	1.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	2.0	0.0	1.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	1.0	0.0	0.7	0.3	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	1.3	0.0	1.0	0.3	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	0.0	0.0
11:00 PM	0.7	0.0	0.7	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	79.0	0.3	53.7	20.7	0.0	3.7	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	237	1	161	62	0	11	0	0	1	0	1	0	0	0
		0.4%	67.9%	26.2%	0.0%	4.6%	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%

Description 1: 2nd St. between Church & Everest
 Description 2:
 Description 3:

Site: 2nd St. between Church &
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Vehicle Classification on 2nd St, East of Church St

Classification Grand Totals Combined

	Total	Cars & Trailer		2 Axle		Buses	Hourly Averages			<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi		>6 Axle Multi	
		Bike	Trailer	Long	2 Axle		2 Axle 6 Tire	3 Axle Single	4 Axle Single				5 Axle Double	6 Axle Multi	>6 Axle Multi	
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	0.0	0.0	0.0
1:00 AM	2.0	0.0	2.0	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
2:00 AM	0.3	0.0	0.3	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	0.3	0.0	0.0	0.3	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	1.0	0.0	1.0	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
5:00 AM	5.3	0.0	4.3	1.0	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	4.7	0.0	3.7	0.3	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	9.7	0.0	5.3	2.7	0.7	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	6.7	0.0	2.0	3.0	0.3	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	8.0	0.0	4.3	2.3	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	9.0	0.0	5.0	2.7	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	10.7	0.0	5.0	3.0	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	9.7	0.0	6.7	2.3	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	8.7	0.0	6.7	1.7	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	17.0	0.0	12.0	3.0	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	17.0	0.0	9.7	6.7	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	22.7	0.0	17.7	4.3	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	10.0	0.3	6.7	3.0	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	11.3	0.0	8.0	3.0	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	5.3	0.0	3.7	1.3	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	1.7	0.0	1.3	0.3	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	2.7	0.0	2.0	0.7	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	0.3	0.0	0.0	0.3	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	1.0	0.0	0.7	0.3	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	165.0	0.3	108.0	42.3	3.0	10.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	237	1	161	62	0	11	0	0	1	0	1	0	0	0
West Bound	258	0	163	65	9	21	0	0	0	0	0	0	0	0
Combined	495	1	324	127	9	32	0	0	1	0	1	0	0	0
		0.4%	67.9%	26.2%	0.0%	4.6%	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%
		0.0%	63.2%	25.2%	3.5%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		0.2%	65.5%	25.7%	1.8%	6.5%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%

Description 1: 2nd West of Church (dead end)
 Description 2:
 Description 3:

TSC-13-013 Volume on 2nd St, West of Church St

Site: 2nd West of Church (dead end)
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0
2:00 AM	1.0	1.0	2.0
3:00 AM	0.0	0.0	0.0
4:00 AM	0.3	0.0	0.3
5:00 AM	1.3	0.0	1.3
6:00 AM	1.0	1.3	2.3
7:00 AM	1.7	1.7	3.3
8:00 AM	1.7	2.0	3.7
9:00 AM	0.3	1.0	1.3
10:00 AM	2.7	2.3	5.0
11:00 AM	1.7	4.3	6.0
12:00 PM	3.7	2.3	6.0
1:00 PM	2.0	3.0	5.0
2:00 PM	3.0	3.3	6.3
3:00 PM	1.7	3.7	5.3
4:00 PM	3.0	1.3	4.3
5:00 PM	1.3	1.0	2.3
6:00 PM	1.3	1.0	2.3
7:00 PM	1.0	0.7	1.7
8:00 PM	1.3	1.7	3.0
9:00 PM	0.0	0.3	0.3
10:00 PM	0.0	0.0	0.0
11:00 PM	0.0	0.0	0.0
ADT	30.0	32.0	62.0

Study Grand Totals		
East Bound	West Bound	Combined
90	96	186
48.4 %	51.6 %	

Description 1: Church between 1st & 2nd
 Description 2:
 Description 3:

Site: Church between 1st & 2nd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Speed on Church St, North of 2nd St

Speed Grand Totals North 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	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 AM	1.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	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	0.3	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	0.7	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	5.3	1.7	1.7	1.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.7	1.3	6.0	2.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	13.0	1.7	4.7	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	17.0	4.0	5.3	7.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	9.7	2.7	5.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	14.0	3.0	7.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.0	6.3	6.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.7	4.7	8.0	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	13.7	2.3	6.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	22.3	3.0	12.3	5.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	18.7	1.3	9.7	7.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	18.3	5.7	9.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	26.7	4.7	10.3	10.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	12.3	2.7	4.0	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	11.7	0.3	8.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	9.3	0.7	5.3	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.0	1.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.0	0.0	2.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	1.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	258.7	48.3	120.0	81.3	8.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10% 15% 50% 85% 90%
 13.0 14.2 18.6 22.5 23.3

10 mph Pace Speed
 Number in Pace 616 (79.4%)
 Average Minimum Maximum
 18.4 mph
 5.0 mph
 55.8 mph

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

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	776	145	360	244	25	0	0	0	0	1	0	0	0
North Bound	18.7%	46.4%	31.4%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%

Description 1: Church between 1st & 2nd
 Description 2:
 Description 3:

TSC-13-013 Volume on Church St, North of 2nd St

Site: Church between 1st & 2nd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	Channel 1	North Bound	Combined
12:00 AM	2.0	1.3	3.3
1:00 AM	0.0	0.3	0.3
2:00 AM	0.3	0.3	0.7
3:00 AM	0.0	0.0	0.0
4:00 AM	1.7	0.7	2.3
5:00 AM	0.7	5.3	6.0
6:00 AM	8.0	11.7	19.7
7:00 AM	7.7	13.0	20.7
8:00 AM	13.7	17.0	30.7
9:00 AM	13.7	9.7	23.3
10:00 AM	14.0	14.0	28.0
11:00 AM	19.7	17.0	36.7
12:00 PM	23.3	19.7	43.0
1:00 PM	19.7	13.7	33.3
2:00 PM	24.3	22.3	46.7
3:00 PM	29.7	18.7	48.3
4:00 PM	28.0	18.3	46.3
5:00 PM	36.0	26.7	62.7
6:00 PM	22.0	12.3	34.3
7:00 PM	22.3	11.7	34.0
8:00 PM	17.7	9.3	27.0
9:00 PM	12.3	9.0	21.3
10:00 PM	5.7	4.0	9.7
11:00 PM	3.3	2.7	6.0
ADT	325.7	258.7	584.3

Study Grand Totals		
Channel 1	North Bound	Combined
977	776	1753
55.7 %	44.3 %	

Description 1: Church between 1st & 2nd
 Description 2:
 Description 3:

Site: Church between 1st & 2nd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Vehicle Classification on Church St, North of 2nd St

Classification Grand Totals Channel 1

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages						>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Multi				
12:00 AM	2.0	0.0	2.0	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	0.0	0.0
2:00 AM	0.3	0.0	0.3	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	0.0	0.0
4:00 AM	1.7	0.0	0.7	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.7	0.0	0.3	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	8.0	0.0	6.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	7.7	0.0	5.3	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	13.7	0.0	9.3	3.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	13.7	0.0	7.3	4.3	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	14.0	0.0	11.0	2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.7	0.0	13.3	4.7	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.3	0.0	18.3	3.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	19.7	0.0	12.7	6.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	24.3	0.0	19.0	3.3	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	29.7	0.0	22.7	3.7	1.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	28.0	0.3	15.7	9.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	36.0	0.0	26.3	8.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	22.0	0.0	15.7	5.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	22.3	0.0	14.7	6.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.7	0.0	13.0	4.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.3	0.0	9.0	3.3	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	5.7	0.0	4.3	1.3	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	3.3	0.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	325.7	0.3	230.0	72.3	5.0	17.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Channel 1	977	0.1%	690	217	15	53	0	0	0	0	1	0	0	0.0%
			70.6%	22.2%	1.5%	5.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%

Description 1: Church between 1st & 2nd
 Description 2:
 Description 3:

Site: Church between 1st & 2nd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Vehicle Classification on Church St, North of 2nd St

Classification Grand Totals Combined

	Total	Bike		Cars & Trailer		2 Axle		Buses	Hourly Averages			4 Axle		5 Axle		6 Axle		>6 Axle	
				Trailer	Long	Long	6 Tire		3 Axle Single	4 Axle Single	Double	Double	Double	Multi	Multi	Multi	Multi		
12:00 AM	3.3	0.0	0.0	3.0	0.3	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
1:00 AM	0.3	0.0	0.0	0.3	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	0.0
2:00 AM	0.7	0.0	0.0	0.7	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	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	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.3	0.0	0.0	1.0	0.7	0.0	0.7	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	6.0	0.0	0.0	5.0	0.3	0.0	0.3	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	19.7	0.0	0.0	15.3	4.0	0.0	0.3	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	20.7	0.0	0.0	15.7	3.0	0.7	1.3	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	30.7	0.0	0.0	21.3	6.3	1.0	2.0	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	23.3	0.0	0.0	12.0	8.0	0.7	2.7	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	28.0	0.0	0.0	21.7	5.3	0.0	1.0	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	36.7	0.0	0.0	25.3	8.7	0.7	2.0	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	43.0	0.0	0.0	31.3	6.7	1.3	3.7	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	33.3	0.0	0.0	23.3	8.3	0.7	1.0	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	46.7	0.0	0.0	37.0	5.3	0.7	3.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	48.3	0.0	0.0	36.3	6.7	2.0	3.3	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	46.3	0.3	0.0	28.3	14.0	1.7	2.0	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	62.7	0.0	0.0	47.7	11.0	0.3	2.7	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	34.3	0.0	0.0	24.3	8.7	0.0	1.3	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	34.0	0.3	0.0	24.3	7.3	0.0	2.0	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	27.0	0.0	0.0	18.3	7.7	0.0	1.0	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	21.3	0.0	0.0	16.3	5.0	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	0.0
10:00 PM	9.7	0.0	0.0	8.0	1.7	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
11:00 PM	6.0	0.0	0.0	4.3	1.7	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
ADT	584.3	0.7	0.0	421.0	120.7	9.7	30.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Channel 1	977	1	690	217	15	53	0	0	0	0	1	0	0	0
North Bound	776	0.1%	70.6%	22.2%	1.5%	5.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Combined	1753	0.1%	73.8%	18.7%	1.8%	5.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%
		2	1263	362	29	92	0	0	4	0	1	0	0	0
		0.1%	72.0%	20.7%	1.7%	5.2%	0.0%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%

Description 1: Church between 2nd & 3rd
 Description 2:
 Description 3:

TSC-13-013 Volume on Church St, South of 2nd St

Site: Church between 2nd & 3rd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	Channel 1	North Bound	Combined
12:00 AM	1.7	0.7	2.3
1:00 AM	0.0	0.3	0.3
2:00 AM	0.3	0.7	1.0
3:00 AM	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.7
5:00 AM	0.3	2.7	3.0
6:00 AM	4.7	6.0	10.7
7:00 AM	4.7	5.0	9.7
8:00 AM	9.7	7.3	17.0
9:00 AM	8.3	5.0	13.3
10:00 AM	8.7	7.3	16.0
11:00 AM	9.0	8.7	17.7
12:00 PM	13.7	11.7	25.3
1:00 PM	11.7	8.7	20.3
2:00 PM	15.3	11.7	27.0
3:00 PM	18.3	10.3	28.7
4:00 PM	16.7	7.3	24.0
5:00 PM	22.0	13.3	35.3
6:00 PM	12.0	8.3	20.3
7:00 PM	10.7	6.7	17.3
8:00 PM	11.3	5.0	16.3
9:00 PM	9.7	6.7	16.3
10:00 PM	4.3	2.3	6.7
11:00 PM	2.0	1.3	3.3
ADT	195.7	137.0	332.7

Study Grand Totals		
Channel 1	North Bound	Combined
587	411	998
58.8 %	41.2 %	

TSC-13-013 Vehicle Classification on Church St, South of 2nd St

Classification Grand Totals
 Channel 1

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages									
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1.7	0.0	1.7	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	0.0	0.0
2:00 AM	0.3	0.0	0.3	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	0.0	0.0
4:00 AM	0.7	0.0	0.7	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	0.3	0.0	0.3	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	4.7	0.0	3.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	4.7	0.0	2.3	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	9.7	0.0	6.0	1.7	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	8.3	0.0	3.7	3.7	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	8.7	0.0	6.3	1.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	9.0	0.0	7.0	2.0	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	13.7	0.0	10.7	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	11.7	0.0	7.3	3.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	15.3	0.0	10.3	3.3	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	18.3	0.0	12.3	2.0	1.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	16.7	0.3	9.7	4.0	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	22.0	0.0	15.0	6.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	12.0	0.0	7.3	4.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	10.7	0.0	8.3	1.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	11.3	0.0	8.7	1.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.7	0.0	7.3	2.3	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	4.3	0.0	3.0	1.3	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	2.0	0.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	195.7	0.3	133.7	42.3	4.7	13.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

Channel 1	Total	587	Bike	1	0.2%	Cars & Trailer	401	68.3%	2 Axle Long	127	21.6%	Buses	14	2.4%	2 Axle 6 Tire	40	6.8%	3 Axle Single	0	0.0%	4 Axle Single	0	0.0%	<5 Axle Double	4	0.7%	5 Axle Double	0	0.0%	>6 Axle Double	0	0.0%	<6 Axle Multi	0	0.0%	6 Axle Multi	0	0.0%	>6 Axle Multi	0	0.0%
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Description 1: Church between 2nd & 3rd
 Description 2:
 Description 3:

Site: Church between 2nd & 3rd
 Tuesday, 04/09/2013, 12:00:00 AM -
 Thursday, 04/11/2013, 11:59:59 PM

TSC-13-013 Vehicle Classification on Church St, South of 2nd St

Classification Grand Totals Combined

	Total		Cars & Trailer		2 Axle		Buses		Hourly Averages			<6 Axle		6 Axle		>6 Axle	
	Bike	Trailer	Long	Multi	6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi			
12:00 AM	2.3	0.0	2.3	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
1:00 AM	0.3	0.0	0.3	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
2:00 AM	1.0	0.0	1.0	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	0.0
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	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.7	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
5:00 AM	3.0	0.0	2.7	0.3	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	10.7	0.0	8.7	1.7	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	9.7	0.0	5.0	2.7	1.0	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	17.0	0.0	11.0	3.3	0.7	2.0	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	13.3	0.0	6.7	5.0	0.3	1.3	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	16.0	0.0	11.7	3.3	0.0	1.0	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	17.7	0.0	14.0	3.3	0.3	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	25.3	0.0	19.0	3.0	1.0	2.0	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	20.3	0.0	14.0	5.3	0.3	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	27.0	0.0	19.7	4.3	0.7	2.0	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	28.7	0.0	20.7	3.3	1.3	3.0	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	24.0	0.3	16.7	4.3	1.0	1.3	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	35.3	0.0	25.7	7.7	0.3	0.7	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	20.3	0.0	13.0	5.7	0.0	1.7	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	17.3	0.3	13.3	2.7	0.0	1.0	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	16.3	0.0	11.7	3.7	0.0	1.0	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	16.3	0.0	12.0	4.3	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	6.7	0.0	5.0	1.7	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	3.3	0.0	2.3	1.0	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
ADT	332.7	0.7	237.0	66.7	7.0	18.7	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Channel 1	587	1	401	127	14	40	0	0	4	0	0	0	0	0
North Bound	411	0.2%	68.3%	21.6%	2.4%	6.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	998	0.2%	75.4%	17.8%	1.7%	3.9%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		0.2%	71.2%	20.0%	2.1%	5.6%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-13-014
Stop Sign Request at 11 Intersections

April 27, 2013

Dear Newberg Traffic Safety Commission,

Thank you very much for showing up to the meeting on April 11 at the Safety Public Building. As a student Planning Commissioner, I was both impressed and eager to learn about traffic safety. Giving back to the community of Newberg has been my number one priority before my appointment by Mayor Bob Andrew. Everyday, I learn something new and I try to apply and invest my knowledge in the community.

I enjoy taking initiative on projects that can benefit our community members. This is why I'd like to advocate in order to have several stop signs to be placed on different intersections of our streets. Please take into consideration that many of these intersections without a stop sign are close to public buildings such as schools and our local library. Having a stop sign could potentially reduce traffic speed and prevent accidents in the near future.

Attached, I have included a list of 11 intersections that have no stop sign or a crosswalks. As a community representative, I ask you to do something about this problem. I'd like to hear a response back. Please take in mind that the city of Newberg would be more safer in our streets.

Once again, I want to thank you for attending the meeting on April 11, 2013 and answering some of my questions. I hope you consider accommodating my request.
Thank you!

Jose A. Saavedra



Newberg Student
Planning Commissioner

TSC-13-014
Stop Sign Request at 11 Intersections

April 27, 2012

Searched by Jose Antonio Saavedra

No Stop Intersections

*E. Sheridan St. and N. Garfield St.

*W 2nd St. and S. Lincoln St.

*W 4th St. and S. Lincoln St.

*W 4th St. and S. Harrison St.

*S. Center St. and E. 7St.

*S. River St. and E. 7 St.

*E. 7 St. and S. Chehalem St.

*E. 5th St. and S. Chehalem St.

*E. 5th St. and S. Willamette St.

*E. 5th St. and Edwards St.

*E. 5th St. and S. School St.



Jose Antonio Saavedra

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[Redacted]
Newberg, OR 97132

PORTLAND OR 970
23 APR 2013 PM 5 L



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Safety Commission
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TSC-13-014
Stop Sign Request at 11 Intersections