

**NOTICE OF PUBLIC MEETING & AGENDA  
TRAFFIC SAFETY COMMISSION  
7:00 PM, **MONDAY**, April 12, 2021**

**VIA Zoom**

Join from a PC, Mac, iPad, iPhone or Android smart device:

Please click this URL to join.

<https://zoom.us/j/92396075538?pwd=SUhTL1hBbTFFTEdKTkwrcThTMIRYdz09>

Passcode: 998826

One-Tap Mobile access:

+12532158782,,92396075538#,,,,\*998826# US (Tacoma)

By telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715 8592  
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**Webinar ID: 923 9607 5538**

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To request documents in Spanish please email

[lacey.dykgraaf@newbergoregon.gov](mailto:lacey.dykgraaf@newbergoregon.gov) or [trafficsafety@newbergoregon.gov](mailto:trafficsafety@newbergoregon.gov)

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“Mission Statement: To give the residents 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.”

**I. CALL MEETING TO ORDER**

**II. ROLL CALL**

Tony Roos	Sarah Sand	Roger Kuhlman	Jeff Grider
Mark Carleton	Neal Klein	Lesley Woodruff	Robert Sherry
John Ehrlich	Kasper Czuk		

**III. PLEDGE OF ALLEGIANCE**

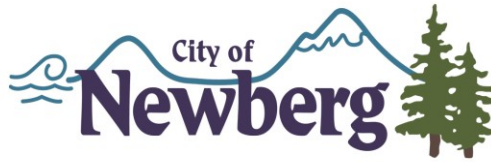
**IV. PUBLIC COMMENTS**

**V. CONSENT CALENDAR**

a. Traffic Safety Commission Meeting Minutes January 11, 2021

**ACCOMMODATION OF PHYSICAL IMPAIRMENTS:** In order to accommodate persons with impairments, please notify the Engineering Department of any accommodations you may need as far in advance of the meeting as possible, and no later than two business days prior to the meeting. Contact the Engineering Department at (503) 537-1273.

For TTY services please dial 711.



**VI. PRESENTATIONS**

- a. Dorothy Upton –ODOT Region 2 Traffic Engineer  
Intersection Safety – Illinois/Main; College/Sheridan;  
219/Everest/1st
- b. Andrew Blair – ODOT Region 2 Project Manager  
Phase 2 of the Bypass – status, preliminary design, next steps

**VII. STAFF REPORTS & GENERAL INFORMATION**

- a. Police
- b. Engineering
  - i. Active Issues Log - attached
  - ii. General Information
    - 1. Project Updates

**VIII. NEW BUSINESS**

- a. NA

**IX. OLD BUSINESS**

- a. Updated TSC 20-005 – Meridian Street No Parking
- b. Friendsview University Village – Decision from Planning
- c. Worst Intersection List – Attached

**X. COMMISSIONER COMMENTS**

**XI. ADJOURNMENT – July 12, 2020**

**ACCOMMODATION OF PHYSICAL IMPAIRMENTS:** In order to accommodate persons with impairments, please notify the Engineering Department of any accommodations you may need as far in advance of the meeting as possible, and no later than two business days prior to the meeting. Contact the Engineering Department at (503) 537-1273.  
For TTY services please dial 711.

**CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES**  
**MONDAY, January 11, 2021 7:00 PM**  
**Zoom Meeting**

*“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.”*

**I. CALL MEETING TO ORDER**

Chair Roos called the meeting to order at 7:00 PM.

**II. ROLL CALL**

Members Present:	Tony Roos	Mark Carleton	Neal Klein
	Lesley Woodruff	Roger Kuhlman	Robert Sherry
	Kasper Czuk		

Members Absent: John Ehrlich, Sarah Sand, and Jeff Grider

Staff Present: Kaaren Hofmann, City Engineer  
Doug Rux, Community Development Director  
Russ Thomas, Public Works Director  
Brian Hagen, Police Sergeant

**III. PLEDGE OF ALLEGIANCE**

The pledge of allegiance was performed.

**IV. PUBLIC COMMENTS**

Ian McDonough, Newberg resident, gave a background on how he had lived on Fulton on the Friendsview Campus and the traffic issues he saw there. The new Friendsview development was planning to put in an underground parking structure where drivers would come out into full daylight, cross a multi-use sidewalk, and try to navigate onto Fulton. There was a George Fox University parking lot right across the street and more development going in the area, which added to the traffic as well. He had told Friendsview this information and they came up with four possible options for the access. Friendsview was still advocating using Fulton, however he thought the access should be on Cherry Street. It had a northern exposure and was a quieter street, dedicated to just the residents of Friendsview. The objection to that option was it might mean less parking and they might have to modify the building footprint. He asked that the Traffic Safety Commission recommend Cherry Street as the access when the application was submitted to the Planning Commission.

Commissioner Klein disclosed that he was friends with Mr. McDonough. They had discussed this previously and walked around the site. He had recommended that Mr. McDonough come to the Commission with this concern. He thought there was already a large amount of traffic on Fulton and several parking lots that accessed Fulton and adding one more entry point was not safe. He suggested adding this item to the agenda and discussing a possible recommendation that could be made tonight.

Community Development Director Rux discussed the master plan for the Friendsview campus and what had been constructed and what was left to construct. An application had already been submitted for Phase 2 and it was currently under review. The applicant had asked for a hold on the decision to evaluate the access. The application did propose access onto Fulton. The decision would not be made by the Planning Commission, but by the Community Development Director.

Chair Roos asked if the access proposed aligned with the master plan.

CDD Rux said the master plan identified the general location of the buildings, and the access came later in the more detailed design.

Chair Roos asked if any safety or sight distance enhancements had been proposed.

CDD Rux said that was currently under review. In the future, Fulton would be two travel lanes and bike lanes with no on street parking.

Ed Gierok, Director of Campus Public Safety at George Fox University, agreed with the comments about the extra access on Fulton right across from a George Fox parking lot. He thought it would be too much vehicle traffic coming out in the same location. The college's track team also frequently ran on the sidewalk as well.

There was consensus to add this issue to the agenda under New Business.

An email was received from John Higley regarding concerns about Illinois Street. CE Hofmann had asked the Police Department to look into the accident data for the location. There was funding in the next fiscal year to look at the intersection of Main/Illinois/Highway 240.

Sergeant Hagen said they had done a search for traffic collisions in this location in the last five years. There were seven crashes in 2018 and none in 2015. There was one crash each in 2019, 2020, and 2021. The average was about two per year. The radar trailer had been placed in this location, but he did not have the data from it yet. He thought speeding was not an issue due to the corner, but it was a combination of the physics of the corner and distracted driving.

CE Hofmann said there was a request to lower the speed limit on Highway 240 in this area, but ODOT said it was not warranted.

Commissioner Carleton was shocked at the low number of crashes as the design of that intersection was unsafe.

Chair Roos said that was for reported crashes. He thought they could ask staff to get a DMV crash report.

Student Commissioner Czuk had seen many near accidents in this area.

CE Hofmann discussed a limited decision made by staff regarding Meridian and Sheridan Streets. Staff had been in discussions with George Fox about the possibility of a marked crosswalk on Meridian to allow for safer pedestrian traffic. Greenlight Engineering did a study, but they could not determine a good location for a crosswalk. George Fox requested extending the no parking on Meridian north and south of E Sheridan for better pedestrian visibility. The decision was written in November to extend the no parking on the east side of Meridian, south of Sheridan another 35 feet and also extend the no parking on the west side, north of Sheridan another 35 feet. No comments were received during the 14 day appeal period.

Chair Roos showed pictures of where the no parking would be located.

Commissioner Kuhlman asked if other areas in the City had 70 feet of site distance for heavy pedestrian traffic.

CE Hofmann said there was not another location that had 70 feet. This came about through discussions with George Fox. In the study there was not one street that people used, they were split between the locations.

Steve Thornton, Newberg resident, thought the proposal was for 35 feet from the corner, not an additional 35 feet. The proposed no parking would eliminate all of the parking in front of his house and visitors would have to park across the street.

Nancy Laughland, Newberg resident, said her family owned buildings on N Meridian. They were allowed to be built with limited parking because there was on street parking. One of the buildings was being used by a daycare provider and there were a lot of parents early in the morning and late in the afternoon dropping off and picking up children. The proposal would eliminate six parking spaces within walking distance from her property. She suggested a time limited no parking with a posted sign instead of striping it to allow for the drop off and pick up. She did not think the visibility would make enough difference to make it worth lowering the property value.

Mr. Gierok thought the cars parking on the side of Meridian that was on the George Fox property created the biggest concern as far as line of sight. There was poor lighting at night as well. He thought putting the no parking on the George Fox side of Meridian would be an improvement.

Commissioner Klein shared the concern about taking away parking in front of Mr. Thornton's house. He did not think they would gain anything by adding no parking to the north side of Meridian since it was residential and not as many students would be coming from that side. He could see adding no parking on the south side near the George Fox buildings.

Commissioner Sherry thought they should not add 35 more feet of no parking, but it should be in the low 20-foot range.

Commissioner Woodruff pointed out these were college students. She liked the idea of shortening the amount of no parking and not the full 35 extra feet.

Commissioner Carleton said there was no one arguing that they needed to add to the no parking. These were college students, not elementary school students.

Commissioner Kuhlman was in support of increasing the no parking on the George Fox property but there needed to be further consideration on the residential property.

Student Commissioner Czuk agreed that there should be less area added to the no parking.

There was consensus for staff to work with Mr. Thornton, George Fox, and Ms. Laughland to modify the no parking area that was proposed.

## V. ELECT CHAIR AND VICE CHAIR

<b>MOTION: Woodruff/Carleton</b> moved to nominate Tony Roos as Chair and Leslie Woodruff as Vice Chair. Motion carried (6 Yes/0 No).
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## VI. CONSENT CALENDAR

### A. 2021 Meeting Dates

Chair Roos said the Commission would continue to meet quarterly.

## **B. Traffic Safety Commission Meeting Minutes October 12, 2020**

The October 12, 2020 minutes were approved by consensus.

### **VII. STAFF REPORTS & GENERAL INFORMATION**

Sergeant Hagen discussed the enhanced patrols over the holidays.

CE Hofmann reviewed the Active Issues Log and gave updates on Sheridan Street, Meridian Street crosswalk, crosswalk on Hayes, and Park Lane parking. Staff made a limited decision to install no parking at the intersection of Park Lane and Villa Road and 15 feet on either side of the Chehalem Point Apartments driveway for better pedestrian visibility.

**MOTION: Woodruff/Klein** moved to approve the limited decision on the Park Lane intersection. Motion carried (6 Yes/0 No).

CE Hofmann also gave updates on Crestview Drive and Crestview Crossing which were under construction, Memorial Park sidewalks which were completed, Safe Routes for Schools grant for Edwards Elementary, Elliott Road which was still in design, and an interactive sidewalk trail map on the City's website.

Commissioner Kuhlman asked about coordination of trails that would be interacting with the Bypass.

CDD Rux explained the grant CPRD was applying for was for a new trail that would go from Industrial Parkway to Roger's Landing. This would tie into the Bypass and Riverfront Master Plan. There were many discussions that needed to occur among CPRD, ODOT, and the City.

CE Hofmann said they had one more opportunity to ask ODOT to do traffic counts at Everest and 2nd/1st for a signal. She had been waiting to make the request after Covid restrictions were lifted and they could get more accurate traffic counts.

Public Works Director Thomas discussed the new workforce development program for disadvantaged youth to work on sidewalk replacements.

### **VIII. NEW BUSINESS**

#### **A. Fulton Street Access**

CDD Rux said the 120 day deadline for the application expired on February 10 and there was a six week delay as Friendsview was evaluating the access options. The decision had not been issued yet and the application had been referred to other agencies, internal departments, and public comments. The Traffic Safety Commission could provide a recommendation to the Director.

Commissioner Klein thought the submission from Friendsview in 2014 of arguments about reducing on street parking on Fulton due to traffic and safety issues applied to this current situation. He recommended submitting that as part of the argument for using Cherry Street as the access.

Chair Roos asked about the process for the Commission to give a recommendation on this application.

CDD Rux said the Commission would need to come up with a preference and rationale for that preference.

Chair Roos thought the Commission did not want the access on Fulton, but were open to the other options.

Commissioner Klein said there some challenges to the other options, such as removing large, well established trees and emptying the traffic onto private streets. Without doing a traffic study on these

options, he thought they would cause more concerns. Cherry Street was the best option in his opinion as it had two ways to get to Fulton, left on Center Street or right onto the private drive.

Commissioner Woodruff said the rationale for using Cherry Street was Center and Cherry Streets already had established intersections at grade with Fulton that would allow for dispersed ingress and egress, Cherry Street was not directly across from a parking lot, a ramp up to Fulton would be south facing with the sun in drivers' eyes, and Fulton was a busy sidewalk and road.

Student Commissioner Czuk agreed that Fulton was not a good option.

Commissioner Kuhlman was also concerned about the direct access onto Fulton which was across the street from another major parking lot. However, there were issues with the other options and no one stood out to him as the solution.

Commissioner Carleton thought having the parking structure dumping out on a busy street that was already serving the university was not a good option, especially for elderly drivers.

Commissioner Sherry thought the Fulton option was not safe and adding this access would make the conditions on Fulton worse. He thought Cherry Street was safer and provided two easy ways out. The other options had code issues. Cherry Street was his preference.

**MOTION: Woodruff/Sherry** moved to recommend the Community Development Director consider the Cherry Street option. The primary reasons were: Center and Cherry Streets were established intersections at grade with Fulton and would provide a dispersed ingress and egress that was not across from a parking lot with the auditorium, a ramp up to Fulton would be dangerous because it was south facing and would lead to the sun in drivers' eyes, Fulton was a busy sidewalk and road with multiple types of users, and it would funnel traffic directly across from an existing parking lot onto Fulton. The arguments from Mr. McDonough and from Friendsview from 2014 substantiated these concerns. Motion carried (6 Yes/0 No).

### **B. Online Training**

Chair Roos confirmed the Commission had done the training in order to keep their City email.

All of the Commission had done the training.

## **IX. OLD BUSINESS**

### **A. Sheridan Street/College Street – Options for Public Input**

CE Hofmann said this was in regard to the left turn from Sheridan onto College. There was currently a sign stating no left turns allowed from 4 to 6 p.m., however people were still turning left. It was one of ODOT's top safety issues and they were willing to do some projects there. She asked for direction on how to get public input on the options.

There was discussion regarding the options. The Commission suggested a virtual open house, holding a meeting later on in the summer or fall when Covid restrictions were reduced, sending a letter out to the neighborhood giving them a heads up about the conversation, online survey, short video presentation, and email distribution list.

### **B. Worst Intersection List**

Commissioner Woodruff suggested adding the Main/Illinois intersection to the list.

CE Hofmann wished the Commission a happy birthday. The Commission was established on February 5, 1974.

**X. COMMISSIONER COMMENTS**

Commissioner Carleton said the pothole on Mountainview and College was still there.

Chair Roos suggested having someone from ODOT Region 2 come to the next meeting to discuss ODOT's process on project selection and prioritization of Illinois/Highway 240.

The next Traffic Safety Commission meeting would be held on April 12, 2021.

**XI. ADJOURNMENT**

The meeting was adjourned at 9:28 PM.

**Approved** by the Newberg Traffic Safety Commission on this 12<sup>th</sup> day of April, 2021

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**Minutes Recorder**

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**Tony Roos**  
**Traffic Safety Commission Chair**

DRAFT





**TRAFFIC SAFETY COMMISSION**  
**CITIZEN ISSUE LOG**

City Engineer's Office  
 Tel: 503.537.1273  
 www.newbergoregon.gov

Date Received	Issue Description	Comments	Status
2/14/2019	Resident has asked to consider adding marked crosswalks on Meridian in front GFU.	Informed resident that this is similar to other requests received previously. Issues to resolve include avoiding a congestion of marked crosswalks. Potential locations identified as Sherman or North. Consultant's recommendation was forwarded onto GFU personnel. When appropriate a meeting will be held to discuss options/recommendations.	Limited Decision Issued - TSC didn't agree. New decision issued 3/18/2021
10/17/2019	Resident has expressed concerns regarding the width, vegetation, utility poles, road side ditches and lack of sidewalks along Sierra Vista between N College Street and N Meridian Street.	Looking into issues. Code Enforcement asked to review the area for enforcement actions. Vegetation was cut back. Other things being considered include evaluation of existing street lighting and potentially striping to delineate travel lanes.	Ongoing
5/19/2020	Resident requested a crosswalk and ramp immediately across from the Professional Center driveway on Villa Road.	Looking into this issue.	Ongoing
5/13/2020	Resident requested a crosswalk at E First Street and OR 219.	She was directed to ODOT. ODOT responded.	No further action at this time. Staff will be reminding ODOT to have traffic counts taken in the fall to determine if signal warrants are met.
10/1/2020	Resident requested a marked crosswalk on Main Street, additional lighting and to address the path into Jaquith Park.	Working with CPRD on the path, the existing street light will be replaced with an LED light in the next couple of months. A marked crosswalk is not	Ongoing.
1/12/2021	Fence at Park & Villa	In the hands of Code Enforcement	On hold due to COVID

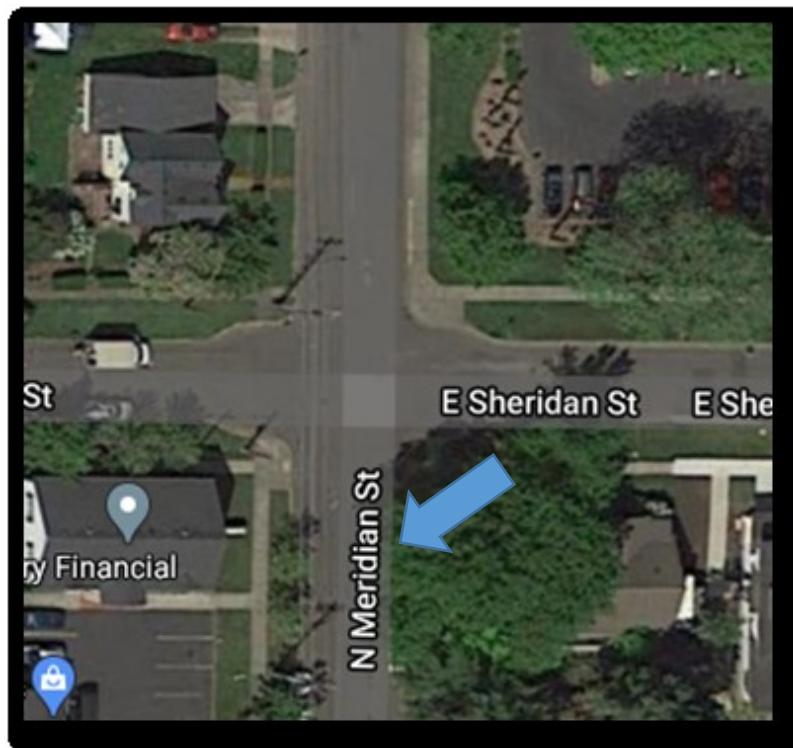
**MEMORANDUM  
TRAFFIC SAFETY DECISION**

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To: Newberg Traffic Safety Commission  
Cc: Jeff Kosmicki, PD Chief  
From: Kaaren Hofmann, PE, City Engineer  
RE: **\*UPDATED\*** TSC-20-005/ Meridian Street & Sheridan Street Intersection Pedestrian Safety Issue

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After the Traffic Safety Commission in January, GFU agreed that a lesser amount of area could be designated as a “no parking zone” and still provide the safety improvements. The revised request asked for “no parking” yellow curb painting on the east side of Meridian (south of Sheridan) be extended another 20’ for a total of 40’ from the existing ADA ramp. This will allow for visibility and increase safety in this corridor.



**AUTHORITY OF THE CITY ENGINEER**

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:



## MEMORANDUM

### ENGINEERING SERVICES

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

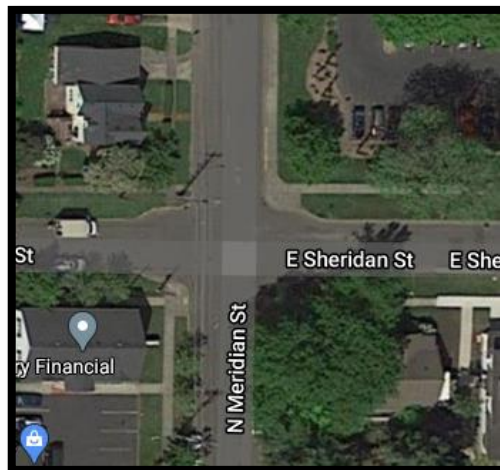
Tel 503.537.1240 • Fax 503.537.1277

November 24, 2020

**To: Newberg Traffic Safety Commission**  
**Cc: Jeff Kosmicki, PD Chief**  
**From: Kaaren Hofmann, PE, City Engineer**  
**RE: TSC-20-005/ Meridian Street & Sheridan Street Intersection Pedestrian Safety Issue**

City of Newberg Engineering staff has been working with George Fox University about pedestrian safety crossing Meridian Street. In 2019, Staff hired Greenlight Engineering to take traffic counts and make a recommendation about a crosswalk location or other improvements. Their final memorandum and recommendations are attached.

After field reviews and follow up discussions with the University it appears all parties are in agreement to not pursue adding a marked crosswalk at this time. The University requested that safety could be improved by increasing sight distance at the intersection of Meridian and Sheridan. The submitted request asked for “no parking” yellow curb painting on the east side of Meridian (south of Sheridan) be extended another 35’ and for a similar extension on the west side (north of Sheridan). This will allow for visibility and increase safety in this corridor. A petition was submitted making this request. The petition and emails are also attached.



### **“Working Together for a Better Community – Serious About Service”**

**“Traffic Safety 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.”**

## **AUTHORITY OF THE CITY ENGINEER**

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

### **2.15.410 Authority.**

**A. Limited Traffic Decisions.** *Limited traffic decisions are traffic decisions which affect and are confined to one particular location.*

*1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.*

*2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.*

*3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.*

*4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC [2.15.450](#).*

### **2.15.470 Authority of city engineer.**

*The city engineer will have the authority to make traffic decisions as follows:*

**A. General Authority.** *The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.*

## **FISCAL IMPACT**

The installation of paint will cost the City approximately \$200 initially, and will be required to be maintained periodically. The funds will come from 02-5120-541000.

## **ENGINEERING DECISION**

Install additional “no parking” yellow curb painting as noted above.

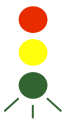
## **NEXT STEPS**

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice to include information on how to appeal the decision.
2. Engineering will work with Public Works Maintenance for the indicated modifications for “no parking” yellow curb painting.

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### **“Working Together for a Better Community – Serious About Service”**

**“Traffic Safety 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.”**



February 26, 2020

Brett Musick, P.E.  
Senior Engineer  
City of Newberg  
414 E. First Street  
PO Box 970  
Newberg OR 97132  
Delivered via email to [Brett.Musick@newbergoregon.gov](mailto:Brett.Musick@newbergoregon.gov)

**RE: N Meridian Street Pedestrian Study**

Mr. Musick,

The City of Newberg has requested a review of the pedestrian crossing activity and adequacy of the crossing environment on N Meridian Street between E North Street and E Sheridan Street adjacent to George Fox University (“GFU”).

The need for marked east/west crosswalks was evaluated as part of this analysis. This report provides an analysis of existing pedestrian crossing behavior, traffic control and the built environment as well as develop recommendations for potential modifications to the infrastructure along N Meridian Street.

**Executive Summary**

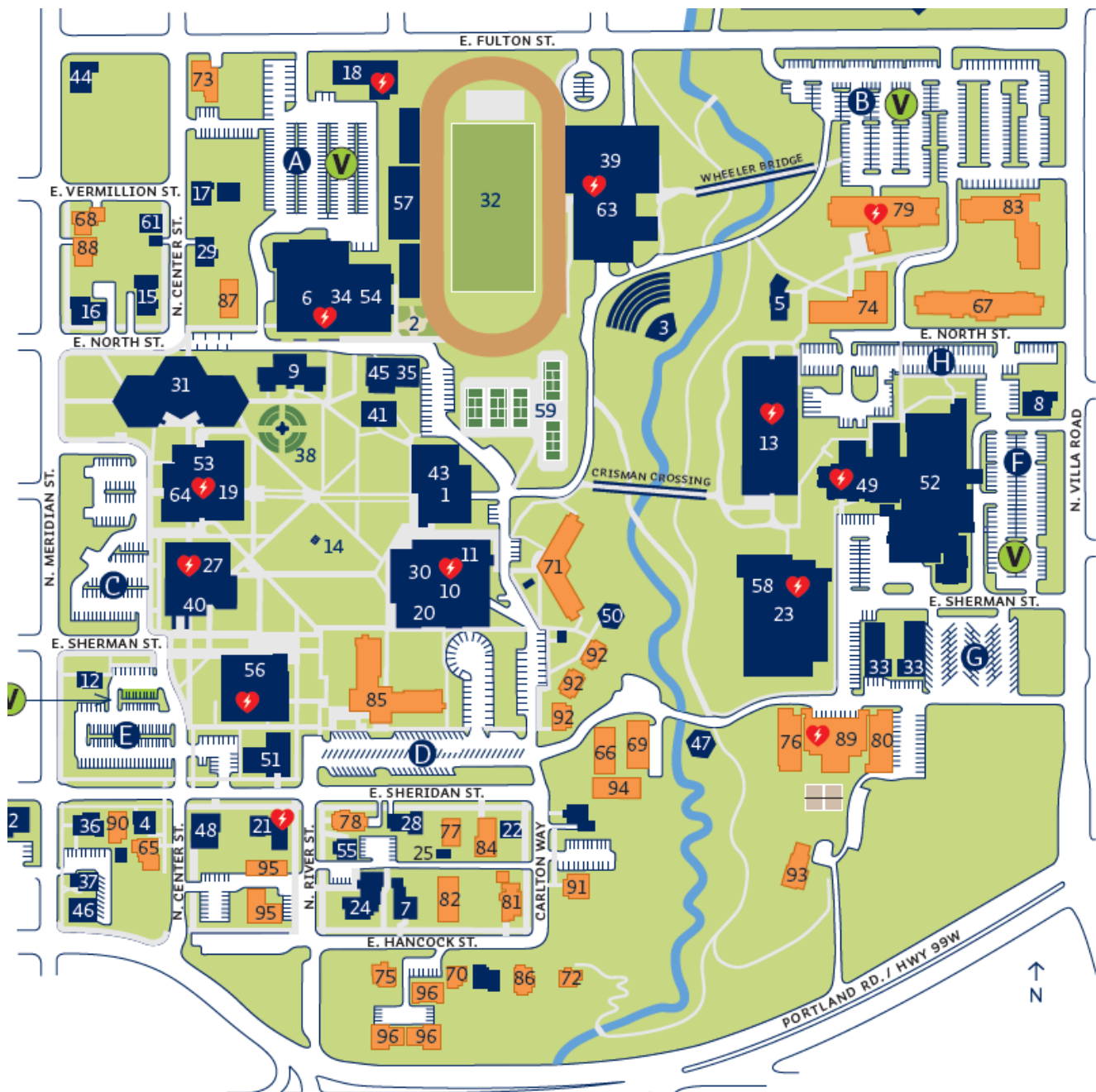
- N Meridian Street, a minor collector street, is not a high volume or high speed facility in the study area between E North Street and E Sheridan Street. The intersecting roadways are also not high volume roadways. There are minimal delays for pedestrians and ample gaps for pedestrian movements throughout the day.
- There are no reported pedestrian crashes from 2009 through 2018 along this section of N Meridian Street.
- There is not evidence that would suggest that marking a crosswalk along N Meridian Street would be a safety enhancement or a detriment.
- The City of Newberg has adopted guidelines that encourage the improvement of pedestrian crossings.
- This report presents two options as traffic control suggestions:
  - **Option 1:** Install pedestrian signage at the northern and southern boundaries of the corridor and pedestrian signage at the N Meridian Street/E Sherman Street intersection.
  - **Option 2:** Install pedestrian signage at the northern and southern boundaries of the corridor and mark a crosswalk across the northern leg of the N Meridian Street/E Sherman Street intersection with complementary pedestrian signage.

**Existing Conditions & Background**

The purpose of this report is to evaluate the pedestrian crossing behavior and environment along N Meridian Street between E North Street and E Sheridan Street. N Meridian Street is oriented in a north/south direction and is located on the western boundary of the George Fox University Newberg campus.



**Figure 1: Vicinity Map**



**Figure 2: GVU Campus Map**

N Meridian Street has an approximate paved width of 36 feet, which is slightly narrower than the adopted City of Newberg minor collector paved width of 40 feet. The street includes one northbound and one southbound travel lane. On-street parallel parking is allowed on both sides of N Meridian Street. Parking has been eliminated via yellow curb markings in short sections along N Meridian Street in locations near several of the study intersections. N Meridian Street is marked with a normal broken yellow line, which permits passing. There is adequate sight distance required for passing. The street is also marked with bicycle sharrows which indicates a shared environment for motor vehicles and bicycles. The use of sharrows is consistent with the adopted TSP cross section for a minor

collector. The speed limit is 25 MPH. There are continuous sidewalks on both sides of N Meridian Street. Curb ramps are not provided consistently at the study intersections as addressed below. Several of the existing curb ramps do not appear to comply with ADA requirements.

Yamhill County Transit Area Route 5 operates along N Meridian Street with one hour headways on weekdays only. There is one northbound bus stop located between E North Street and the northern GFU driveway.

**Route 5**  
Newberg Foothills Drive



**Routes 5 & 7 Newberg**

Route 5 Newberg Foothills Drive								
1st and Main (Newberg Naps Thriftway)	Meridain & E Franklin	The Oaks Apts. (near Sierra Vista Dr)	Foothills Drive & Main (Senior Center)	Main & Columbia	E 9th & Blaine	Woodview Village Apts	E 5th & Main	1st and Main (Newberg Naps Thriftway)
7:30	7:33	7:34	7:39	7:42	7:49	7:50	7:53	7:55
8:30	8:33	8:34	8:39	8:42	8:49	8:50	8:53	8:55
9:30	9:33	9:34	9:39	9:42	9:49	9:50	9:53	9:55
10:30	10:33	10:34	10:39	10:42	10:49	10:50	10:53	10:55
11:30	11:33	11:34	11:39	11:42	11:49	11:50	11:53	11:55
<b>12:30</b>	<b>12:33</b>	<b>12:34</b>	<b>12:39</b>	<b>12:42</b>	<b>12:49</b>	<b>12:50</b>	<b>12:53</b>	<b>12:55</b>
1:30	1:33	1:34	1:39	1:42	1:49	1:50	1:53	1:55
2:30	2:33	2:34	2:39	2:42	2:49	2:50	2:53	2:55
3:30	3:33	3:34	3:39	3:42	3:49	3:50	3:53	3:55
4:30	4:33	4:34	4:39	4:42	4:49	4:50	4:53	4:55
5:30	5:33	5:34	5:39	5:42	5:49	5:50	5:53	5:55

Weekday Service Only

PM times in bold

**Figure 3: Yamhill County Transit, Route 5**

There are currently no marked crosswalks across any legs of any of the study intersections. It should be noted that per ORS 801.220, a crosswalk does not need to be marked in order to be considered a crosswalk. Drivers are responsible for yielding the right-of-way for pedestrians per ORS 811.028.

According to the City of Newberg Transportation System Plan (“TSP”), N Meridian Street is functionally classified as a minor collector street. All of the intersecting streets within the study area are classified as local/residential streets per the TSP.

There are sporadic streetlights along N Meridian Street that have been attached to utility poles at strategic intersection locations. The streetlights are located as referenced in Table 1.



**Table 1. N. Meridian Street Intersection Details (from north to south)**

<b>Intersection</b>	<b>Configuration</b>	<b>Control</b>	<b>Illumination</b>
E. North Street	4 legged	TWSC on E. North Street	NW quadrant and oriented SE toward the center of the intersection
GFU north driveway	3 legged	Stop control on GFU north driveway	None
E. Franklin Street	3 legged	Stop control on E. Franklin Street	NW quadrant and oriented to the east
E. Sherman Street/ GFU south driveway	4 legged	TWSC on E. Sherman Street & GFU south driveway	NW quadrant and oriented to the east
E. Sheridan Street	4 legged	TWSC on E. Sheridan Street	NW quadrant and oriented SE toward the center of the intersection.

TWSC = Two way stop control

A photometric analysis to determine the adequacy of existing street lighting has not been conducted as part of this evaluation.



**N Meridian Street/E North Street looking to the west from the southeast quadrant; Illumination is provided only on the northeast quadrant of the intersection**



**N Meridian Street/E. Frankin Street looking to the west from the southeast quadrant; Illumination is provided only on the northeast quadrant of the intersection**



**N Meridian Street/E Sherman Street looking to the west from the northeast quadrant; Illumination is provided only on the northeast quadrant of the intersection**



**N Meridian Street/E Sheridan Street looking to the west from the northeast quadrant; Illumination is provided only on the northeast quadrant of the intersection**

### **Curb Ramps**

Intersection locations not constructed with pedestrian curb ramps or clearly not compliant with ADA requirements for curb ramps are noted below. There has been no detailed evaluation to determine if any existing curb ramps are compliant with ADA standards.

- **N Meridian Street/E North Street** – The northwest quadrant and the east/west crossing of the northeast quadrant are not constructed with curb ramps. Additionally, it is clear that the southeast quadrant is not compliant with ADA standards.
- **N Meridian Street/GFU Northern Site Driveway** – Curb ramps crossing N Meridian Street are not required here according to ORS as this is not an intersection. However, any north/south oriented curb ramps need to be compliant with ADA.
- **N Meridian Street/E Franklin Street** – The northeast quadrant is not constructed with an east/west curb ramp. Additionally, it is clear that the northwest and southeast quadrants are not compliant with ADA standards.
- **N Meridian Street/E Sherman Street/GFU Southern Site Driveway** - The southwest quadrant is not constructed with curb ramps. Additionally, it is clear that the northeast and southeast quadrants are not compliant with ADA standards.
- **N Meridian Street/E Sheridan Street** – Three of the four quadrants are constructed with curb ramps, while the northwest quadrant is not constructed with curb ramps. Additionally, it is clear that the southeast and northeast quadrants are not compliant with ADA standards.

### **Traffic Volumes**

Several traffic counts were conducted via pneumatic tube counters on Tuesday, November 19, 2019. Table 1 presents the location of the traffic counts along with the collected approximate average daily traffic (“ADT”) in both directions.

**Table 2. N. Meridian Street – Average Daily Traffic**

<b>Location</b>	<b>Approximate ADT</b>
Between E. Vermillion Street & E. North Street	2850
Between E. North Street & E. Franklin Street	2950
Between E. Franklin Street & E. Sherman Street	3050
Between E. Sherman Street & E. Sheridan Street	2600

ADT = Average Daily Traffic

**Table 3. Other Locations – Average Daily Traffic**

<b>Location</b>	<b>Approximate ADT</b>
South GFU Driveway east of N. Meridian Street	200
E. Sherman Street west of N. Meridian Street	200
E. North Street east of N. Meridian Street	200
E. North Street west of N. Meridian Street	150

ADT = Average Daily Traffic

Based on the collected traffic volume data, it is clear that N Meridian Street carries far higher traffic volumes than the side streets and the GFU driveway in the study area. The traffic volumes are consistent with the functional classification of each roadway per the TSP. Tube count data is provided in Appendix A, which also includes the hourly directional traffic volumes as well as vehicle classifications.

Based on the speed data collected on N Meridian Street, 85<sup>th</sup> percentile speeds (the speed at which 85% of drivers travel at or below) ranged from 27-28 MPH. This data indicates good compliance with the posted speed limit of 25 MPH.

Turning movement counts were conducted on November 19, 2019 at the intersections of N Meridian Street/E North Street and N Meridian Street/E Sherman Street during the weekday AM peak hours (7 AM-9 AM) and weekday PM peak hours (2 PM–6 PM). The turning movement counts illustrated that there was little side street traffic at the selected intersections. Based upon the collected traffic volumes, it is clear that there are no intersection capacity related issues at these study intersections.

Turning movement count data is provided in Appendix B.

The volume of pedestrians crossing N Meridian Street was collected at various locations also on November 19, 2019 from 7 AM-6 PM. Quality Counts, a local transportation data collection service, initially observed and documented the volume of pedestrians at various locations along the N Meridian Street corridor. That data resulted in the summary presented in Table 4. Full results are presented in Appendix C.

**Table 4. N. Meridian Street East/West Pedestrian Crossing Volumes  
November 10, 2019, 7 AM – 6 PM**

<b>Location</b>	<b>East/West Crossing Volume</b>
South of E. North Street	124
North of E. Franklin Street	159
South of E. Franklin Street	49
North of E. Sherman Street	142
South of E. Sherman Street	70
North of E. Sheridan Street	113

In addition to the above table, additional review of the video collected on November 19, 2019 was conducted by our staff to better understand the crossing locations of pedestrians. It should be noted that the locations presented in Table 4 are generalized and many crossing movements were observed not crossing at an intersection, but at mid-block locations. For instance, it was observed that many pedestrians crossed N Meridian Street mid-block, south of E North Street near the north GFU driveway. This mid-block crossing behavior occurred at a variety of locations. This volume is reflected in the table as either “South of E North Street” or “North of E Franklin Street.” Additionally, given the parking supply on the west side of N Meridian Street, many pedestrians were observed crossing N Meridian Street from their vehicles to the GFU campus and vice versa, not at an intersection along the corridor.

Generally, crossings near E North Street and E Franklin Street tended towards more mid-block crossing maneuvers and more varied in location than crossings near E Sherman Street and E Sheridan Street, which tended to occur more at intersections.

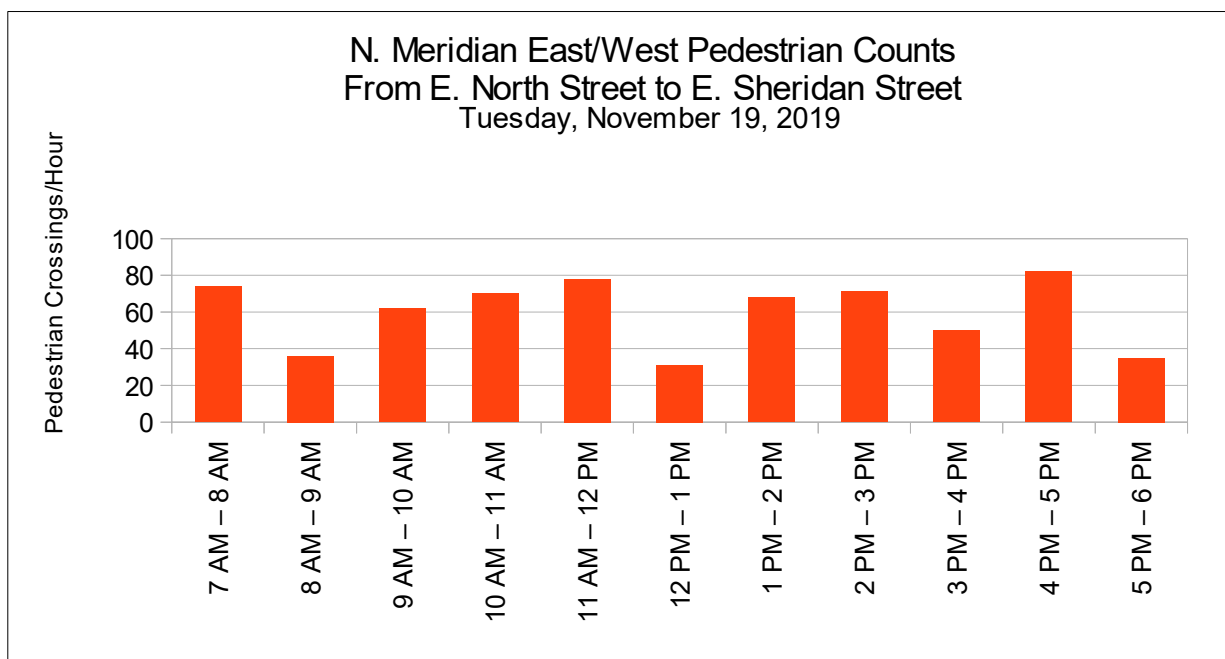


Figure 4: Pedestrian activity along N Meridian Street by hour

**Parking Observations**

Field observations were conducted on Tuesday, January 14, 2020 from 7 AM-10:30 AM. Based on these observations, on-street parking along N Meridian Street was well utilized. By approximately 8 AM, the on-street parking supply between E Sherman Street and E North Street was mostly occupied and remained mostly occupied during our visit with little turnover. There was still on-street parking available in the northern and southern ends of the study area along N Meridian Street. It was observed that many people parked on N Meridian Street and crossed mid-block or parked along the side streets west of N Meridian Street, then walked across the street to GFU.

Along the east side of N Meridian Street at the E Franklin Street intersection, parking is not restricted

near the location of pedestrian crossings. Additionally, there is no curb ramp constructed on the northeast quadrant of the intersection. At both of these locations, unmarked crosswalks exist.



**N Meridian Street/E Franklin Street, southeast quadrant; Parking is not restricted near this crossing**





**N Meridian Street/E Franklin Street looking east from the northwest quadrant; No curb ramp is provided on the east side & parking is not restricted**

### **Sight Distance**

At some locations along N Meridian Street, parking has been removed near intersections via yellow curb markings. There are multiple benefits to such treatment. First, by limiting parking near intersections, intersection sight distance is enhanced as N Meridian Street traffic has the right-of-way over vehicular traffic emerging from side streets onto N Meridian Street. Each side street is controlled by a stop sign at its intersection with N Meridian Street. Second, the removal of parking near intersections improves visibility for pedestrians attempting to cross N Meridian Street or the side streets of N Meridian Street. At the same time, this improves the ability of drivers to see pedestrians waiting to cross Meridian Street or the side streets. The removal of parking additionally helps keep vehicles from blocking pedestrian curb ramps. Lastly, the removal of parking may provide benefits to large vehicles in making their turning movements at these intersections.

It should be noted that the use of yellow curb is not addressed in Oregon law and the use of yellow curb requires the adoption of a local ordinance to enforce yellow curb as a no parking zone. It is not clear that the City of Newberg has adopted such an ordinance.

Aside from the potential impacts of parking there did not appear to be any limitations to sight distance at any of the study intersections.

### **Discussion with GFU staff**

A meeting with GFU employees Brad Lau, Vice President for Student Life & Title IX Coordinator, and Ed Gierok, Director of Campus Public Safety & Emergency Management was conducted on January 14, 2020.

Based on this conversation, it was noted that there are approximately 2600 students at the GFU Newberg campus. Approximately 1300 students live on campus, while the remainder live off campus. There are approximately 300-400 GFU employees at the Newberg campus. Tuesdays are known to have the greatest amount of activity on N Meridian Street.

Mr. Lau and Mr. Gierok report that they have heard of concerns related to traffic safety along N Meridian Street as well as personal safety at night under limited visibility conditions due to lack of lighting. They are not aware of crashes involving pedestrians, but have observed pedestrian behavior where pedestrians start to cross the road then step back to the curb due to conflicting vehicular traffic. They have not heard from pedestrians that there is a visibility issue along N Meridian Street, but they have heard concerns of drivers having difficulty with visibility related to the on-street parking along N Meridian Street. They do report that there have been auto related crashes.

Regardless of the outcome of this report, GFU intends to provide educational messages to students and staff via various communication messages regarding pedestrian safety along N Meridian Street.

Mr. Lau indicated that there is a substantial amount of student housing west of N Meridian Street and there is pedestrian crossing activity related to businesses towards downtown, which is located to the south and west of GFU. Additionally, Mr. Lau and Gierok report that students park west of N Meridian Street and walk to GFU. There is a modest semester fee of \$100 to park on-campus. They report that under normal circumstances, there is ample parking supply on-site and that it is encouraged that students not park in adjacent neighborhoods.

Mr. Lau suggested that if an enhanced crosswalk were to be marked, the N Meridian Street/E Sherman Street intersection may be the best location based on his observations.

### **Crash History**

The City of Newberg's *Public Works Design and Construction Standards* provides no specific methodology for the review of safety within the City of Newberg. However, the TSP states that "Collisions at intersections are typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles is used to compare locations and assess if the number of crashes should be considered high. Further, a critical crash rate, a threshold value that allows for a relative comparison among intersections with similar characteristics, is computed for each intersection."

Based on this discussion, a review of the critical crash rate of each of the study intersections was evaluated based upon the procedures of ODOT's *Analysis Procedures Manual*.

A review of the recent crash history of the study intersections along N Meridian Street does not indicate that there is an existing safety problem at any of the study intersections.

Additionally, a review of the safety along N Meridian Street beyond the intersections did not illustrate a robust history of crashes.

The crash data and crash rates for the subject intersections and critical crash rates for similar intersections per the ODOT critical crash calculator are provided in Appendix D. Since the crash rates are below the critical crash rates, there is not reason to analyze the intersections further.

### **City of Newberg Policies**

The *Newberg ADA/Pedestrian/Bike Route Improvement Plan*<sup>1</sup> presents “Roadway Crossing Policies and Treatments.” Below are excerpts of that plan that are germane to this analysis.

#### **“ODOT Crosswalk Policy**

An engineering study is required before establishing marked crosswalks at locations other than signalized approaches at intersections, stop signs or at roundabouts. Marked crosswalks should only be considered at uncontrolled approaches when an engineering study demonstrates their need. These include criteria and considerations for the determination of when a pedestrian crossing should be marked with a parallel crosswalk and when it is appropriate to consider using continental (ladder) style crosswalks.”

#### **Criteria for Marking Crosswalks @ Mid-Block Locations**

Generally mid-block crosswalks are discouraged for the same reasons as uncontrolled approaches. Mid-block crosswalks often do not generate good compliance from motorists. Mid-block crosswalks should only be considered when an engineering study demonstrates their need and the location meets specific criteria outlined in the ODOT Traffic Manual.

#### **Intersection Treatments**

Several design and operational treatments could be implemented to improve the pedestrian environment at intersections. Attributes associated with good intersection design include the following: Clarity: It should be obvious to motorists that there will be pedestrians present; it should be obvious to pedestrians where to cross.

Predictability: The placement of crosswalks should be predictable. Additionally, the frequency of crossings should increase where pedestrian volumes are greater.

Visibility: The location and illumination of the crosswalk allows pedestrians to see and be seen by approaching traffic while crossing.

- Short wait: The pedestrian does not have to wait unreasonably long for an opportunity to cross.
- Limited exposure: Conflict points with traffic are few, and the distance to cross is short or is divided into shorter segments with crossing islands.
- Clear crossing: The crosswalk is free of barriers, obstacles, and hazards and is accessible to all users. Pedestrian crossing information is available in accessible locations.

#### **Crosswalks**

Newberg currently uses a variety of crosswalk treatments, including “transverse” (also called “parallel bar”) markings consisting of two bars crossing an intersection; “longitudinal” (also called

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1 <https://www.newbergoregon.gov/planning/page/adapedestrianbike-route-improvement-plan>

“ladder style”) markings; and combinations of these marking styles.

Type 1: Marked/Unsignalized Crossings

A marked/unsignalized crossing (Type 1) consists of a crosswalk, signage, and often no other devices to slow or stop traffic...The following thresholds recommend where unsignalized crossings may be acceptable:

Maximum traffic volumes:  $\leq 9,000$ -12,000 Average Daily Traffic (ADT)volumes

Maximum travel speed: 35 MPH

Minimum line of sight: 25 MPH zone: 155 feet

On two-lane residential and collector roads below 15,000 ADT with average vehicle speeds of 35 MPH or less, crosswalks and warning signs (“Path Xing”) should be provided to warn motorists, with engineering judgment used to determine the appropriate level of traffic control and design.

## Summary of At-Grade Crossing Recommendations

Table IV-2. provides guidance on how to implement at-grade path/roadway crossings in Newberg.

Table IV-2. Summary of At-Grade Crossing Recommendations

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT □ 9,000			Vehicle ADT > 9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	Speed Limit **											
	30 mi/h	35 mi/h	40 mi/h	30 mi/h	35 mi/h	40 mi/h	30 mi/h	35 mi/h	40 mi/h	30 mi/h	35 mi/h	40 mi/h
2 Lanes	1	1	1/1+	1	1	1/1+	1	1	1+/3	1	1/1+	1+/3
3 Lanes	1	1	1/1+	1	1/1+	1/1+	1/1+	1/1+	1+/3	1/1+	1+/3	1+/3
Multi-Lane (4 or more lanes) with raised median ***	1	1	1/1+	1	1/1+	1+/3	1/1+	1/1+	1+/3	1+/3	1+/3	1+/3
Multi-Lane (4 or more lanes) without raised median	1	1/1+	1+/3	1/1+	1/1+	1+/3	1+/3	1+/3	1+/3	1+/3	1+/3	1+/3
<p><b>*General Notes:</b> Crosswalks should not be installed at locations that could present an increased risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will <b>not</b> make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. <b>These are general recommendations; good engineering judgment should be used in individual cases for deciding which treatment to use.</b></p> <p>For each pathway-roadway crossing, an engineering study is needed to determine the proper location. For each engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites.</p>												
<p>** Where the speed limit exceeds 40 mi/h (64.4 km/h), marked crosswalks alone should not be used at unsignalized locations.</p>												
<p>*** The raised median or crossing island must be at least four ft (1.2 m) wide and six ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines. A two-way center turn lane is not considered a median.</p>												
<p>1= Type 1 Crossings. Ladder-style crosswalks with appropriate signage should be used.</p>												
<p>1/1+ = With the higher volumes and speeds, enhanced treatments should be used, including marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.</p>												
<p>1+/3 = Carefully analyze signal warrants using a combination of Warrant 2 or 5 (depending on school presence) and EAU factoring. Make sure to project pathway usage based on future potential demand. Consider Pelican, Puffin, or Hawk signals in lieu of full signals. For those intersections not meeting warrants or where engineering judgment or cost recommends against signalization, implement Type 1 enhanced crosswalk markings with marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.</p>												

The *Newberg ADA/Pedestrian/Bike Route Improvement Plan* references the *ODOT Traffic Manual* in making determinations for marked crosswalks. Relevant excerpts of the *ODOT Traffic Manual* are provided below:

*“6.6.2.3 Criteria for Marking Crosswalks at Uncontrolled Approaches of Intersections*

Generally marked crosswalks are discouraged at uncontrolled approaches due to a concern that they may not improve safety and may, if inappropriate, put a pedestrian more at risk. The criteria are primarily restrictions on marking crosswalks in locations that would be potentially hazardous. In situations where the pedestrian volumes justify marking crosswalks (well above minimum threshold levels) additional safety measures (i.e., pedestrian refuges) should be considered above and beyond marking. Installation of a marked crosswalk will not, in and of itself, increase the level of safety for pedestrians. Marked crosswalks should only be considered at uncontrolled approaches when an engineering study demonstrates their need and the location meets the following criteria:

*Required*

- There is good visibility of the crosswalk from all directions, or it can be obtained. Stopping sight distance is a minimum.
- There is no reasonable alternative crossing location.
- There is established pedestrian usage. Considerations include: volume of pedestrians, opportunity for safe crossing (i.e., sufficient gaps in traffic), percentage of elderly or young children, and the nature of the attraction (See ITE suggested pedestrian volume thresholds in Section 6.6.2.11). Lower pedestrian volumes would be acceptable for areas where there is greater proportion of less experienced and less agile pedestrians (e.g., near schools and/or elderly housing areas)
- Posted speeds should be 40 mph or less.
- Traffic Volumes should be 10,000 or less ADT. If above 10,000 ADT raised median islands should be included.

*6.6.2.4 Criteria for Marking Crosswalks at Mid-Block Locations*

Installations of mid-block crosswalks are discouraged for the same reasons uncontrolled approaches are discouraged. Mid-block crosswalks often do not get good compliance from motorists. Only consider mid-block crosswalks when an engineering study demonstrates their need and the location meets the following criteria:

*Required*

- There is good visibility of the crosswalk from all directions or it can be obtained. Stopping sight distance is a minimum.
- Posted vehicular speeds should be 40 mph or less.
- There is not a reasonable alternative at a stop-controlled intersection.
- There is established pedestrian usage. Considerations include: volume of pedestrians, opportunity for safe crossing (i.e., sufficient gaps in traffic), percentage of elderly or young children, and the nature of the attraction (see ITE suggested pedestrian volume thresholds in Section 6.6.2.11). Lower pedestrian volumes would be acceptable for areas where there is greater proportion of less experienced and less agile pedestrians (e.g. near schools and/or elderly housing areas).
- Locations should be more than 300 feet to nearest crossing or marked crosswalk.
- Traffic Volumes should be less than 10,000 ADT or if above 10,000 ADT raised median islands should be included.
- Pedestrian crossing enhancements (curb extensions and/or pedestrian refuges) should be considered.

*Optional*

- Where a marked crosswalk can concentrate or channelize multiple pedestrian crossings to a single location.
- Free turning movements or other operational considerations inhibit pedestrian crossing opportunities at the nearest intersection.

- Established bus stops where riders need access to the opposite side of road from the bus stop where the stop can't be relocated.

#### 6.6.2.6 Marking Styles

Continental crosswalk markings (referred to as “Longitudinal” markings in the MUTCD) should be used for all marked crosswalks on uncontrolled approaches, yield controlled approaches, midblock locations roundabouts, unsignalized approaches of channelized right turn lanes, and all crossings employing rectangular rapid flashing beacons.

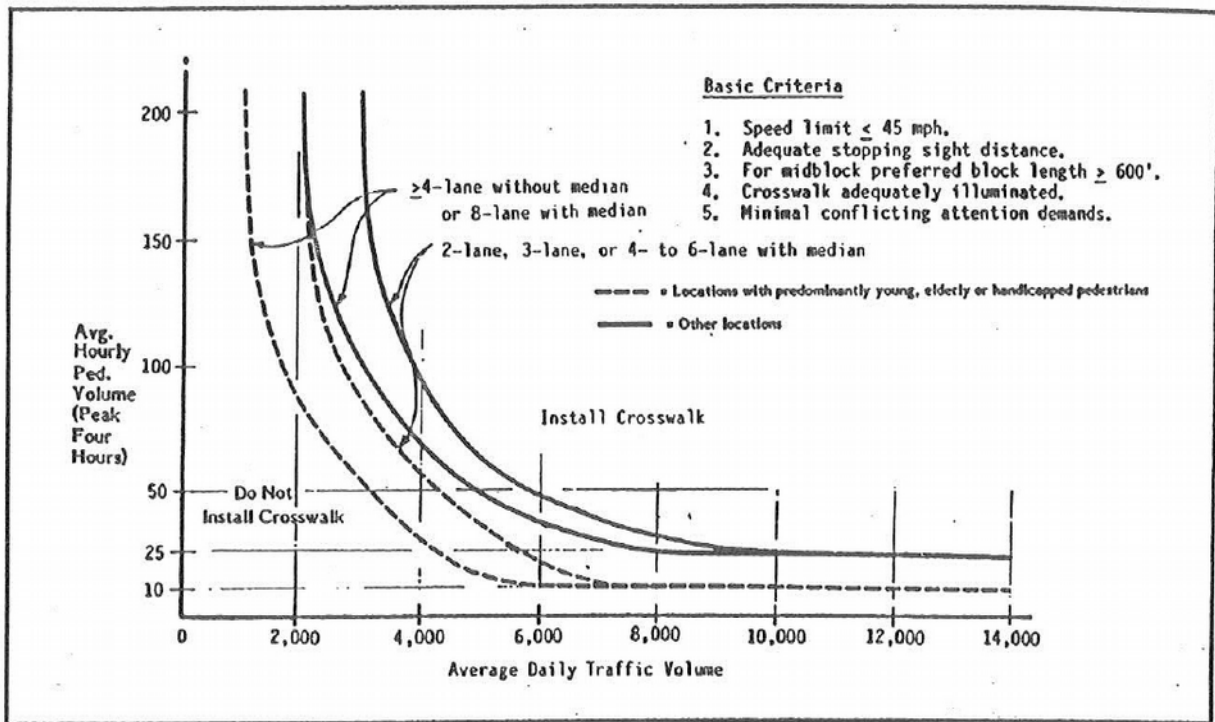
Continental crosswalk markings are the preferred style on uncontrolled approaches because they have been shown to be visible from a significantly greater distance than transverse crosswalk markings. (Crosswalk Marking Field Visibility Study, FHWA Publications No. HRT-10-068.) The added visibility of continental markings can help address the vulnerability of pedestrians at uncontrolled crosswalks where drivers are not already required to stop like they would at an intersection controlled by a traffic signal or stop sign....

#### 6.6.2.11 Considerations for Marking Crosswalks

##### *Engineering Study*

The following considerations should be addressed in an Engineering Study:

1. Marked crosswalks at other than signalized intersections or stop-controlled approaches should be used selectively. Allowing a proliferation of marked crosswalks may reduce the overall effectiveness of marking crosswalks.
2. Consideration must be given to concerned citizens, civic groups, and neighborhood organizations; balancing engineering judgment with perceived public need.
3. The roadway design features that influence the pedestrians’ ability to cross the street, e.g., street width, presence of a median, one-way versus two-way operation, and geometrics of the highway or intersection being crossed, all need to be included in the planning of the crosswalk. Other pedestrian design improvements such as curb extensions and pedestrian refuges should be encouraged to increase the safety of the crossing.
4. A three to five-year pedestrian crash history should be obtained.
5. The walking path of the pedestrian. Will marking crosswalks encourage pedestrians to use a single point of crossing rather than choosing random crossing points?
6. There should be opportunities for crossing (sufficient gaps in traffic)
7. Uncontrolled marked crosswalks may be continental crosswalk marking and should be accompanied by other enhancements such as pedestrian refuge islands, bulb-outs, pedestrian signs etc.
8. There should be adequate sight distance for the motorist and the pedestrian, or it can be obtained. This includes examination of on-street parking, street furniture (e.g., mailboxes, utility poles, newspaper stands), and landscaping. Corrective measures should be taken wherever possible.
9. All crosswalk locations should be investigated for adequate illumination where there is prevalent nighttime pedestrian activity.
10. Mid-block and school crossings must be supplemented with crosswalk signs
11. Mid-block crosswalks should not be located immediately down-stream from bus stops.
12. For mid-block crosswalks: are there more reasonable locations pedestrians could cross, i.e., no more than a block (300 feet) from a location being considered?



ITE Guidelines for Crosswalk Installation, August 1989

### 6.6.5 Crosswalk Safety

There is conflicting evidence as to the effectiveness of marked crosswalks on motorist behavior and pedestrian safety. ODOT has followed a practice of reluctance to mark crosswalks at locations other than controlled locations (i.e., signals and stop signs) and school crossings. Numerous studies (San Diego, 1972, Long Beach, 1986, Brigham Young, 1996, Santa Anna, 1999) have shown that marking crosswalks at uncontrolled locations can increase crash risk for pedestrians. In contrast some studies show higher rates of motor vehicle yielding to pedestrians at marked crosswalks.

Recent studies (Zegeer, 2000) suggest that wider (multi-lane) or higher volumes (above 10,000 ADT) contribute to higher crash risk for marked crosswalk vs. unmarked crosswalks. The study also found that the presence of a raised median was associated with a lower crash risk. Another study (Knoblauch, 1999) documented that pedestrians and motorists did not exhibit observable unsafe behaviors in marked crosswalks, in fact observable pedestrian behavior actually improved. The previous study commented that one possible explanation to higher crash rates in marked crosswalks is that a marked crosswalk may attract a higher percentage at-risk pedestrians, children and older adults (Zegeer, 2000). From the pedestrian's point of view, a crosswalk is large and clearly marked. Crosswalks are far less visible to the drivers than to the pedestrians. At speeds greater than 45 mph, crosswalks are indiscernible at the distance a driver needs to begin braking to safely stop for pedestrians. It is important to ensure that the crosswalk markings and pedestrians are highly visible to motorists. Marked crosswalks are routinely requested to increase the safety of crossing the highway. The function of the marked crosswalk is to provide guidance to the proper crossing location and to serve to alert motorists of a pedestrian crossing point. But unjustified or poorly located crosswalks may not increase safety. Marking crosswalks unnecessarily or in locations where there are few pedestrians may lead motorists to disrespect the marking.

A driver who passes over crosswalks marked at every intersection or a location that rarely has pedestrians may be conditioned to not expect pedestrians and thus loses respect for crosswalk marking. These crosswalks may increase the crash risk to pedestrians and motorists alike.

Most experts agree that on a busy highway, marking a crosswalk alone is rarely an effective safety



measure and in some cases may actually increase the pedestrian's crash risk. Other measures such as median refuge islands, curb extensions and illumination should be considered before a crosswalk is marked. Other improvements include improving sight distance, better access management to reduce conflicts with driveways, pedestrian signs, etc. Consideration should also be given to the overall environment in which the pedestrian crossing occurs, beyond the immediate vicinity of the proposed crosswalk, i.e. sign clutter and visual distractions. (See also Crossing Strategies)

### **MUTCD**

All jurisdictions within the State of Oregon must comply with the *Manual on Uniform Traffic Control Devices*. The installation of crosswalks is addressed in Section 3B.18 of the *MUTCD* states:

*Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85<sup>th</sup>-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

*New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:*

*A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*

*B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

The *MUTCD* does not directly address a situation like N Meridian Street other than suggesting an engineering study to determine the need for marked crosswalks. The *MUTCD* guidance is based largely on a document entitled *Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations* by Charles Zegeer, et al.

In addition to the information provided in the *MUTCD* and the *ODOT Traffic Manual*, Zegeer notes that "In some situations (e.g., low-speed, two-lane streets in downtown areas), installing a marked crosswalk may help consolidate multiple crossing points. Engineering judgment should be used to install crosswalks at preferred crossing locations (e.g., at a crossing location at a streetlight as opposed to an unlit crossing point nearby). While overuse of marked crossings at uncontrolled locations should be avoided, higher priority should be placed on providing crosswalk markings where pedestrian volume exceeds about 20 per peak hour (or 15 or more elderly pedestrians and/or children per peak hour)."

### **Discussion**

While there is a fair amount of pedestrian activity along N Meridian Street, there is not evidence that marking crosswalks in the study area will necessarily enhance safety for pedestrians nor is there

evidence that providing marked crosswalks would be a safety detriment. This conclusion aligns with adopted City of Newberg crosswalk guidance. N Meridian Street is not a high volume or high speed roadway. Pedestrians will find ample gaps in the traffic stream to cross N Meridian Street with little to no delay. There is no evidence of any recent vehicle/pedestrian traffic crashes. GFU staff indicates that they are not aware of pedestrian related crashes, although they have concerns about pedestrian safety along the corridor.

At the northern end of the corridor near E North Street, the northern GFU driveway and E Franklin Street, the locations where pedestrians choose to cross varies widely. Pedestrians will tend not to, especially in locations where there are ample gaps in the traffic stream, go out of their way to cross at intersections or marked crosswalk locations. This was regularly observed on N Meridian Street with many pedestrians crossing at locations that were most convenient for them. It can be determined that marking a crosswalk would not likely significantly change pedestrian behavior on the north end of the corridor and that pedestrians would continue to likely cross in a varied nature as they do currently.

At the southern end of the corridor near E Sherman Street and E Sheridan Street, crossings tend to occur more consistently at intersections. There was noticeably more order to the location of pedestrian crossings at the N Meridian Street/E Sherman Street intersection, with several hours exceeding 20 pedestrians per hour, which aligns with the minimum volumes presented in the Zegeer study.

### **Recommendations**

#### **Option 1:**

1. Install a W11-2 “Pedestrian” sign on N Meridian Street between E Hancock Street and E Sheridan Street facing northbound traffic and on N Meridian Street between E Vermillion Street and E North Street facing southbound traffic. Given the varied location of pedestrian crossings in the corridor, especially at the northern end of the corridor, this signage would bring general awareness to drivers that they are entering an area with higher than usual pedestrian crossing activity.



W11-2\*

2. Install W11-2 and W16-7P (diagonal downward pointing arrow) signage at the N Meridian Street/E Sherman Street intersection. This intersection was observed to have the greatest amount of pedestrians crossing at the intersection. In order to best take advantage of the

intersection configuration, it would be recommended to place this sign on the southeast quadrant of the intersection facing the northbound traffic and the northwest quadrant of the intersection facing southbound traffic. This signage would bring awareness to the crossings that occur both across the north and south legs of the intersection.



**Option 2:**

1. Install signage per Option 1.a.
2. Install a marked “continental” or “ladder” style crosswalk across the northern leg of the N Meridian Street/E Sherman Street intersection. The location of this marked crosswalk would take advantage of the placement of the overhead illumination provided on the northwest quadrant of this intersection. Complement the marked crosswalk with W11-2 and W16-7P signage on the northwest quadrant facing southbound traffic and on the northeast quadrant facing northbound traffic.

ORS 801.220 states that “Whenever marked crosswalks have been indicated, such crosswalks and no other shall be deemed lawful across such roadway at that intersection.” By marking the northern crossing, but not the southern crossing, this would effectively close the southern crossing of the intersection, a noted disadvantage of this option. Given the low traffic volumes, low traffic speeds and ample gaps in the traffic stream, it is unlikely that pedestrians that would normally cross the southern leg of the intersection would relocate to the northern crosswalk.

**Other possible future considerations:**

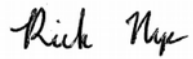
1. Reconstruction of crossings to provide or upgrade curb ramps to better facilitate crossings for all users as well as provide better channelization of the preferred crossing locations. Evaluate compliance with ADA at each crossing location and prioritize reconstruction of those ramps. A possible priority would be to start with construction at the locations that have no curb ramps at all then reconstruct ramps that are not compliant with ADA standards.
2. With curb ramp reconstruction, consider the installation of curb extensions to improve visibility for pedestrians to see oncoming traffic as well as improve the visibility of pedestrians to drivers.
3. Evaluate and improve street illumination, especially at intersections, although improved

illumination along the corridor would also provide public safety benefits.

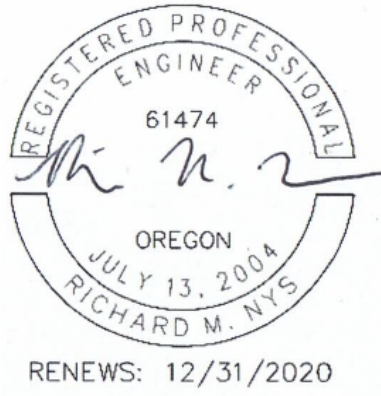
4. Ensure that parking removal at crossings provides sufficient stopping sight distance of 155 feet.

Should you have any questions, feel free to contact me at [rick@greenlightengineering.com](mailto:rick@greenlightengineering.com) or by phone at 503-317-4559.

Sincerely,



Rick Nys, P.E.  
Principal Traffic Engineer



**Appendix A**

***Traffic Count, Vehicle Classification & Speed Data***

Type of report: Tube Count - Speed Data

**LOCATION:** Meridian btwn Vermilion & North **QC JOB #:** 15124309  
**SPECIFIC LOCATION:** **DIRECTION:** NB  
**CITY/STATE:** Yamhill, OR **DATE:** Nov 19 2019

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	21-30	5
01:00 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6	21-30	5
02:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7	21-30	7
05:00 AM	0	0	7	11	1	0	0	0	0	0	0	0	0	0	19	21-30	18
06:00 AM	0	4	8	14	4	0	0	0	0	0	0	0	0	0	30	21-30	22
07:00 AM	0	9	47	23	0	0	0	0	0	0	0	0	0	0	79	21-30	70
08:00 AM	0	5	37	19	2	0	0	0	0	0	0	0	0	0	63	21-30	56
09:00 AM	0	13	40	27	1	1	0	0	0	0	0	0	0	0	82	21-30	67
10:00 AM	0	14	37	12	0	0	0	0	0	0	0	0	0	0	63	16-25	51
11:00 AM	0	16	32	23	2	0	0	0	0	0	0	0	0	0	73	21-30	55
12:00 PM	0	17	55	24	2	1	0	0	1	0	0	0	0	0	100	21-30	79
01:00 PM	0	18	46	30	3	0	0	0	0	0	0	0	0	0	97	21-30	76
02:00 PM	0	12	48	16	0	0	0	0	0	0	0	0	0	0	76	21-30	64
03:00 PM	0	14	57	44	4	0	0	0	0	0	0	0	0	0	119	21-30	101
04:00 PM	0	19	78	22	1	0	0	0	0	0	0	0	0	0	120	21-30	100
05:00 PM	0	23	82	49	5	0	0	0	0	0	0	0	0	0	159	21-30	131
06:00 PM	0	8	32	36	5	0	0	0	0	0	0	0	0	0	81	21-30	68
07:00 PM	0	10	32	32	0	0	0	0	0	0	0	0	0	0	74	21-30	64
08:00 PM	0	5	26	26	3	0	0	0	0	0	0	0	0	0	60	21-30	52
09:00 PM	0	3	23	23	2	1	0	0	0	0	0	0	0	0	52	21-30	46
10:00 PM	0	4	11	7	2	0	0	0	0	0	0	0	0	0	24	21-30	18
11:00 PM	0	1	4	12	0	0	0	0	0	0	0	0	0	0	17	21-30	16
<b>Day Total</b>	0	196	714	460	38	3	0	0	1	0	0	0	0	0	1412	21-30	1174
<b>Percent</b>	0%	13.9%	50.6%	32.6%	2.7%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0%			



<b>AM Peak Volume</b>	12:00 AM	11:00 AM	7:00 AM	9:00 AM	6:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
	0	16	47	27	4	1	0	0	0	0	0	0	0	0	82		
<b>PM Peak Volume</b>	12:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	0	23	82	49	5	1	0	0	1	0	0	0	0	159			

Comments:

<b>LOCATION:</b> Meridian btwn Vermilion & North														<b>QC JOB #:</b> 15124309			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	196	714	460	38	3	0	0	1	0	0	0	0	0	1412	21-30	1174
<b>Percent</b>	0%	13.9%	50.6%	32.6%	2.7%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	13.9%	64.4%	97%	99.7%	99.9%	99.9%	99.9%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 1412															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> Meridian btwn Vermilion & North <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124309 <b>DIRECTION:</b> NB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
01:00 AM		6				6			6	
02:00 AM		3				3			3	
03:00 AM		2				2			2	
04:00 AM		7				7			7	
05:00 AM		19				19			19	
06:00 AM		30				30			30	
07:00 AM		79				79			79	
08:00 AM		63				63			63	
09:00 AM		82				82			82	
10:00 AM		63				63			63	
11:00 AM		73				73			73	
12:00 PM		100				100			100	
01:00 PM		97				97			97	
02:00 PM		76				76			76	
03:00 PM		119				119			119	
04:00 PM		120				120			120	
05:00 PM		159				159			159	
06:00 PM		81				81			81	
07:00 PM		74				74			74	
08:00 PM		60				60			60	
09:00 PM		52				52			52	
10:00 PM		24				24			24	
11:00 PM		17				17			17	
<b>Day Total</b>		1412				1412			1412	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 82				9:00 AM 82			9:00 AM 82	
PM Peak Volume		5:00 PM 159				5:00 PM 159			5:00 PM 159	

Comments:



Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Vermilion & North															QC JOB #: 15124309															
SPECIFIC LOCATION:															DIRECTION: NB, SB															
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019															
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	21-30	11	
01:00 AM	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23-32	5	
02:00 AM	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	5	21-30	5	
03:00 AM	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	21-30	6	
04:00 AM	0	0	6	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	21-30	10	
05:00 AM	0	0	18	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	21-30	41	
06:00 AM	0	4	21	48	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	21-30	69	
07:00 AM	0	17	91	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	180	21-30	156		
08:00 AM	0	21	100	53	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	21-30	153	
09:00 AM	0	20	81	47	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	21-30	128	
10:00 AM	0	28	69	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	21-30	111	
11:00 AM	0	33	69	42	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	21-30	111	
12:00 PM	0	23	94	45	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	174	21-30	139	
01:00 PM	0	40	84	54	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	21-30	138	
02:00 PM	0	27	89	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	21-30	133	
03:00 PM	0	29	128	82	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	248	21-30	210	
04:00 PM	0	33	129	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	234	21-30	194	
05:00 PM	0	31	146	83	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	268	21-30	229	
06:00 PM	0	16	67	58	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	21-30	125	
07:00 PM	0	13	59	63	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	21-30	122	
08:00 PM	0	6	54	52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	21-30	106	
09:00 PM	0	7	36	42	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	21-30	78	
10:00 PM	0	4	15	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	21-30	30	
11:00 PM	0	1	9	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	21-30	29	
Day Total	0	355	1377	962	105	6	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	2813	21-30	2339	
Percent	0%	12.6%	49%	34.2%	3.7%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
AM Peak Volume	12:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	7:00 AM															
PM Peak Volume	12:00 PM	1:00 PM	5:00 PM	5:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM															
	0	40	146	83	9	2	0	0	1	0	0	0	0	1	1															

Comments:

<b>LOCATION:</b> Meridian btwn Vermilion & North														<b>QC JOB #:</b> 15124309			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	355	1377	962	105	6	0	0	2	1	0	0	1	4	2813	21-30	2339
<b>Percent</b>	0%	12.6%	49%	34.2%	3.7%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0.1%			
<b>Cumulative Percent</b>	0%	12.6%	61.6%	95.8%	99.5%	99.7%	99.7%	99.7%	99.8%	99.8%	99.8%	99.8%	99.9%	100%			
<b>ADT</b> 2813															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Vermilion & North <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124309 <b>DIRECTION:</b> NB, SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13				13			13	
01:00 AM		8				8			8	
02:00 AM		5				5			5	
03:00 AM		8				8			8	
04:00 AM		15				15			15	
05:00 AM		44				44			44	
06:00 AM		79				79			79	
07:00 AM		<b>180</b>				<b>180</b>			<b>180</b>	
08:00 AM		179				179			179	
09:00 AM		153				153			153	
10:00 AM		142				142			142	
11:00 AM		148				148			148	
12:00 PM		174				174			174	
01:00 PM		186				186			186	
02:00 PM		163				163			163	
03:00 PM		248				248			248	
04:00 PM		234				234			234	
05:00 PM		<b>268</b>				<b>268</b>			<b>268</b>	
06:00 PM		151				151			151	
07:00 PM		138				138			138	
08:00 PM		117				117			117	
09:00 PM		90				90			90	
10:00 PM		39				39			39	
11:00 PM		31				31			31	
<b>Day Total</b>		2813				2813			2813	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 180				7:00 AM 180			7:00 AM 180	
PM Peak Volume		5:00 PM 268				5:00 PM 268			5:00 PM 268	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Vermilion & North															QC JOB #: 15124309		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7	21-30	6
01:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6	21-30	4
04:00 AM	0	0	1	2	5	0	0	0	0	0	0	0	0	0	8	26-35	7
05:00 AM	0	0	11	12	2	0	0	0	0	0	0	0	0	0	25	21-30	23
06:00 AM	0	0	13	34	2	0	0	0	0	0	0	0	0	0	49	21-30	47
07:00 AM	0	8	44	42	6	0	0	0	0	0	0	0	0	1	101	21-30	86
08:00 AM	0	16	63	34	3	0	0	0	0	0	0	0	0	0	116	21-30	97
09:00 AM	0	7	41	20	2	1	0	0	0	0	0	0	0	0	71	21-30	61
10:00 AM	0	14	32	30	3	0	0	0	0	0	0	0	0	0	79	21-30	62
11:00 AM	0	17	37	19	1	0	0	0	0	1	0	0	0	0	75	21-30	56
12:00 PM	0	6	39	21	6	1	0	0	0	0	0	0	1	0	74	21-30	60
01:00 PM	0	22	38	24	5	0	0	0	0	0	0	0	0	0	89	21-30	62
02:00 PM	0	15	41	28	3	0	0	0	0	0	0	0	0	0	87	21-30	69
03:00 PM	0	15	71	38	4	0	0	0	0	0	0	0	0	1	129	21-30	109
04:00 PM	0	14	51	43	5	0	0	0	0	0	0	0	0	1	114	21-30	94
05:00 PM	0	8	64	34	2	0	0	0	0	0	0	0	0	1	109	21-30	98
06:00 PM	0	8	35	22	4	0	0	0	1	0	0	0	0	0	70	21-30	57
07:00 PM	0	3	27	31	3	0	0	0	0	0	0	0	0	0	64	21-30	58
08:00 PM	0	1	28	26	2	0	0	0	0	0	0	0	0	0	57	21-30	54
09:00 PM	0	4	13	19	2	0	0	0	0	0	0	0	0	0	38	21-30	32
10:00 PM	0	0	4	8	3	0	0	0	0	0	0	0	0	0	15	21-30	12
11:00 PM	0	0	5	8	1	0	0	0	0	0	0	0	0	0	14	21-30	13
<b>Day Total</b>	0	159	663	502	67	3	0	0	1	1	0	0	1	4	1401	21-30	1165
<b>Percent</b>	0%	11.3%	47.3%	35.8%	4.8%	0.2%	0%	0%	0.1%	0.1%	0%	0%	0.1%	0.3%			
<b>AM Peak Volume</b>	12:00 AM	1:00 AM	8:00 AM	7:00 AM	7:00 AM	3:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM		
	0	17	63	42	6	1	0	0	0	1	0	0	0	1	116		
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	3:00 PM		
	0	22	71	43	6	1	0	0	1	0	0	0	1	1	129		
<i>Comments:</i>																	

<b>LOCATION:</b> Meridian btwn Vermilion & North														<b>QC JOB #:</b> 15124309			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	159	663	502	67	3	0	0	1	1	0	0	1	4	1401	21-30	1165
<b>Percent</b>	0%	11.3%	47.3%	35.8%	4.8%	0.2%	0%	0%	0.1%	0.1%	0%	0%	0.1%	0.3%			
<b>Cumulative Percent</b>	0%	11.3%	58.7%	94.5%	99.3%	99.5%	99.5%	99.5%	99.6%	99.6%	99.6%	99.6%	99.7%	100%			
<b>ADT</b> 1401															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 24 MPH <b>Median:</b> 24 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Vermilion & North <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124309 <b>DIRECTION:</b> SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
01:00 AM		2				2			2	
02:00 AM		2				2			2	
03:00 AM		6				6			6	
04:00 AM		8				8			8	
05:00 AM		25				25			25	
06:00 AM		49				49			49	
07:00 AM		101				101			101	
08:00 AM		<b>116</b>				<b>116</b>			<b>116</b>	
09:00 AM		71				71			71	
10:00 AM		79				79			79	
11:00 AM		75				75			75	
12:00 PM		74				74			74	
01:00 PM		89				89			89	
02:00 PM		87				87			87	
03:00 PM		<b>129</b>				<b>129</b>			<b>129</b>	
04:00 PM		114				114			114	
05:00 PM		109				109			109	
06:00 PM		70				70			70	
07:00 PM		64				64			64	
08:00 PM		57				57			57	
09:00 PM		38				38			38	
10:00 PM		15				15			15	
11:00 PM		14				14			14	
<b>Day Total</b>		1401				1401			1401	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 116				8:00 AM 116			8:00 AM 116	
PM Peak Volume		3:00 PM 129				3:00 PM 129			3:00 PM 129	

*Comments:*

Type of report: Tube Count - Speed Data

**LOCATION:** Meridian btwn North & Franklin **QC JOB #:** 15124310  
**SPECIFIC LOCATION:** **DIRECTION:** NB  
**CITY/STATE:** Yamhill, OR **DATE:** Nov 19 2019

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
01:00 AM	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6	21-30	4
02:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	21-30	7
05:00 AM	0	0	3	11	5	0	0	0	0	0	0	0	0	0	19	26-35	16
06:00 AM	0	5	6	13	6	2	0	0	0	0	0	0	0	0	32	21-30	19
07:00 AM	0	14	33	30	3	0	0	0	0	0	0	0	0	0	80	21-30	63
08:00 AM	0	14	28	32	4	0	0	0	0	0	0	0	0	0	78	21-30	60
09:00 AM	0	16	34	27	4	1	0	0	0	0	0	0	0	0	82	21-30	61
10:00 AM	0	19	32	16	1	0	0	0	0	0	0	0	0	0	68	16-25	51
11:00 AM	0	17	34	24	4	0	0	0	0	0	0	0	0	0	79	21-30	58
12:00 PM	0	14	45	39	4	2	0	0	0	0	0	0	0	0	104	21-30	84
01:00 PM	0	15	44	34	7	0	0	0	0	0	0	0	0	0	100	21-30	78
02:00 PM	0	8	43	19	5	0	0	0	0	0	0	0	0	0	75	21-30	62
03:00 PM	0	10	54	51	5	1	1	0	0	0	0	0	0	0	122	21-30	105
04:00 PM	0	19	67	31	4	0	0	0	0	0	0	0	0	0	121	21-30	98
05:00 PM	0	20	68	62	8	2	0	0	0	0	0	0	0	0	160	21-30	130
06:00 PM	0	10	31	35	9	1	0	0	0	0	0	0	0	0	86	21-30	66
07:00 PM	0	7	25	35	6	0	0	0	0	0	0	0	0	0	73	21-30	60
08:00 PM	0	5	20	30	5	0	0	0	0	0	0	0	0	0	60	21-30	50
09:00 PM	0	1	17	30	3	1	0	0	0	0	0	0	0	0	52	21-30	47
10:00 PM	0	5	8	11	2	0	0	0	0	0	0	0	0	0	26	21-30	19
11:00 PM	0	2	2	12	2	0	0	0	0	0	0	0	0	0	18	21-30	14
<b>Day Total</b>	0	202	603	554	89	10	1	0	0	0	0	0	0	0	1459	21-30	1157
<b>Percent</b>	0%	13.8%	41.3%	38%	6.1%	0.7%	0.1%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	12:00 AM	10:00 AM	9:00 AM	8:00 AM	6:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM		
	0	19	34	32	6	2	0	0	0	0	0	0	0	0	82		
<b>PM Peak Volume</b>	12:00 PM	5:00 PM	5:00 PM	5:00 PM	6:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	0	20	68	62	9	2	1	0	0	0	0	0	0	0	160		

Comments:

<b>LOCATION:</b> Meridian btwn North & Franklin														<b>QC JOB #:</b> 15124310			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	202	603	554	89	10	1	0	0	0	0	0	0	0	1459	21-30	1157
<b>Percent</b>	0%	13.8%	41.3%	38%	6.1%	0.7%	0.1%	0%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	13.8%	55.2%	93.1%	99.2%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 1459															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 24 MPH <b>Median:</b> 24 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	





<b>LOCATION:</b> Meridian btwn North & Franklin <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124310 <b>DIRECTION:</b> NB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
01:00 AM		6				6			6	
02:00 AM		3				3			3	
03:00 AM		2				2			2	
04:00 AM		7				7			7	
05:00 AM		19				19			19	
06:00 AM		32				32			32	
07:00 AM		80				80			80	
08:00 AM		78				78			78	
09:00 AM		82				82			82	
10:00 AM		68				68			68	
11:00 AM		79				79			79	
12:00 PM		104				104			104	
01:00 PM		100				100			100	
02:00 PM		75				75			75	
03:00 PM		122				122			122	
04:00 PM		121				121			121	
05:00 PM		160				160			160	
06:00 PM		86				86			86	
07:00 PM		73				73			73	
08:00 PM		60				60			60	
09:00 PM		52				52			52	
10:00 PM		26				26			26	
11:00 PM		18				18			18	
<b>Day Total</b>		1459				1459			1459	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 82				9:00 AM 82			9:00 AM 82	
PM Peak Volume		5:00 PM 160				5:00 PM 160			5:00 PM 160	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn North & Franklin															QC JOB #: 15124310		
SPECIFIC LOCATION:															DIRECTION: NB, SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	5	7	1	0	0	0	0	0	0	0	0	0	13	21-30	12
01:00 AM	0	2	2	2	3	0	0	0	0	0	0	0	0	0	9	26-35	5
02:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
03:00 AM	0	0	3	3	1	1	0	0	0	0	0	0	0	0	8	21-30	6
04:00 AM	0	1	4	6	4	0	0	0	0	0	0	0	0	0	15	23-32	10
05:00 AM	0	0	17	19	8	1	0	0	0	0	0	0	0	0	45	21-30	36
06:00 AM	0	5	25	41	8	2	0	0	0	0	0	0	0	0	81	21-30	66
07:00 AM	0	28	83	66	9	0	0	0	0	0	0	0	0	0	186	21-30	149
08:00 AM	0	31	90	64	9	0	0	0	0	0	0	0	0	0	194	21-30	154
09:00 AM	0	28	76	47	7	2	0	0	0	0	0	0	0	0	160	21-30	123
10:00 AM	0	35	71	39	5	0	0	0	0	0	0	0	0	0	150	21-30	110
11:00 AM	0	32	81	41	5	0	0	0	0	0	0	0	0	0	159	21-30	122
12:00 PM	0	29	84	61	10	3	0	0	0	0	0	0	0	0	187	21-30	145
01:00 PM	0	44	79	59	13	0	0	0	0	0	0	0	0	0	195	21-30	138
02:00 PM	0	32	86	46	7	0	0	0	0	0	0	0	0	0	171	21-30	132
03:00 PM	0	31	127	85	9	1	1	0	0	0	0	0	0	0	254	21-30	212
04:00 PM	0	43	125	72	10	0	0	0	0	0	0	0	0	0	250	21-30	197
05:00 PM	0	34	136	90	10	2	0	0	0	0	0	0	0	0	272	21-30	226
06:00 PM	0	21	70	56	13	1	0	0	0	0	0	0	0	0	161	21-30	126
07:00 PM	0	12	49	66	10	0	0	0	0	0	0	0	0	0	137	21-30	115
08:00 PM	0	12	49	54	7	0	0	0	0	0	0	0	0	0	122	21-30	103
09:00 PM	0	10	29	49	5	1	0	0	0	0	0	0	0	0	94	21-30	78
10:00 PM	0	8	13	18	5	0	0	0	0	0	0	0	0	0	44	21-30	31
11:00 PM	0	4	6	21	2	1	0	0	0	0	0	0	0	0	34	21-30	27
<b>Day Total</b>	0	442	1312	1015	161	15	1	0	0	0	0	0	0	0	2946	21-30	2327
<b>Percent</b>	0%	15%	44.5%	34.5%	5.5%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	12:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	0	35	90	66	9	2	0	0	0	0	0	0	0	0	194		
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	5:00 PM	5:00 PM	1:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	0	44	136	90	13	3	1	0	0	0	0	0	0	0	272		
<i>Comments:</i>																	

<b>LOCATION:</b> Meridian btwn North & Franklin														<b>QC JOB #:</b> 15124310			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	442	1312	1015	161	15	1	0	0	0	0	0	0	0	2946	21-30	2327
<b>Percent</b>	0%	15%	44.5%	34.5%	5.5%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	15%	59.5%	94%	99.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 2946															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn North & Franklin <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124310 <b>DIRECTION:</b> NB, SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13				13			13	
01:00 AM		9				9			9	
02:00 AM		5				5			5	
03:00 AM		8				8			8	
04:00 AM		15				15			15	
05:00 AM		45				45			45	
06:00 AM		81				81			81	
07:00 AM		186				186			186	
08:00 AM		194				194			194	
09:00 AM		160				160			160	
10:00 AM		150				150			150	
11:00 AM		159				159			159	
12:00 PM		187				187			187	
01:00 PM		195				195			195	
02:00 PM		171				171			171	
03:00 PM		254				254			254	
04:00 PM		250				250			250	
05:00 PM		272				272			272	
06:00 PM		161				161			161	
07:00 PM		137				137			137	
08:00 PM		122				122			122	
09:00 PM		94				94			94	
10:00 PM		44				44			44	
11:00 PM		34				34			34	
<b>Day Total</b>		2946				2946			2946	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 194				8:00 AM 194			8:00 AM 194	
PM Peak Volume		5:00 PM 272				5:00 PM 272			5:00 PM 272	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn North & Franklin															QC JOB #: 15124310		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	21-30	7
01:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	26-35	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	3	1	1	1	0	0	0	0	0	0	0	0	6	21-30	4
04:00 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	8	26-35	7
05:00 AM	0	0	14	8	3	1	0	0	0	0	0	0	0	0	26	21-30	22
06:00 AM	0	0	19	28	2	0	0	0	0	0	0	0	0	0	49	21-30	47
07:00 AM	0	14	50	36	6	0	0	0	0	0	0	0	0	0	106	21-30	86
08:00 AM	0	17	62	32	5	0	0	0	0	0	0	0	0	0	116	21-30	94
09:00 AM	0	12	42	20	3	1	0	0	0	0	0	0	0	0	78	21-30	62
10:00 AM	0	16	39	23	4	0	0	0	0	0	0	0	0	0	82	21-30	62
11:00 AM	0	15	47	17	1	0	0	0	0	0	0	0	0	0	80	21-30	64
12:00 PM	0	15	39	22	6	1	0	0	0	0	0	0	0	0	83	21-30	61
01:00 PM	0	29	35	25	6	0	0	0	0	0	0	0	0	0	95	16-25	64
02:00 PM	0	24	43	27	2	0	0	0	0	0	0	0	0	0	96	21-30	70
03:00 PM	0	21	73	34	4	0	0	0	0	0	0	0	0	0	132	21-30	107
04:00 PM	0	24	58	41	6	0	0	0	0	0	0	0	0	0	129	21-30	99
05:00 PM	0	14	68	28	2	0	0	0	0	0	0	0	0	0	112	21-30	96
06:00 PM	0	11	39	21	4	0	0	0	0	0	0	0	0	0	75	21-30	60
07:00 PM	0	5	24	31	4	0	0	0	0	0	0	0	0	0	64	21-30	55
08:00 PM	0	7	29	24	2	0	0	0	0	0	0	0	0	0	62	21-30	53
09:00 PM	0	9	12	19	2	0	0	0	0	0	0	0	0	0	42	21-30	31
10:00 PM	0	3	5	7	3	0	0	0	0	0	0	0	0	0	18	21-30	12
11:00 PM	0	2	4	9	0	1	0	0	0	0	0	0	0	0	16	21-30	13
<b>Day Total</b>	0	240	709	461	72	5	0	0	0	0	0	0	0	0	1487	21-30	1170
<b>Percent</b>	0%	16.1%	47.7%	31%	4.8%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	12:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	3:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	0	17	62	36	6	1	0	0	0	0	0	0	0	0	116		
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
	0	29	73	41	6	1	0	0	0	0	0	0	0	0	132		

Report generated on 11/25/2019 5:20 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Meridian btwn North & Franklin														<b>QC JOB #:</b> 15124310			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	240	709	461	72	5	0	0	0	0	0	0	0	0	1487	21-30	1170
<b>Percent</b>	0%	16.1%	47.7%	31%	4.8%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	16.1%	63.8%	94.8%	99.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT 1487</b>															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn North & Franklin <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124310 <b>DIRECTION:</b> SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
01:00 AM		3				3			3	
02:00 AM		2				2			2	
03:00 AM		6				6			6	
04:00 AM		8				8			8	
05:00 AM		26				26			26	
06:00 AM		49				49			49	
07:00 AM		106				106			106	
08:00 AM		116				116			116	
09:00 AM		78				78			78	
10:00 AM		82				82			82	
11:00 AM		80				80			80	
12:00 PM		83				83			83	
01:00 PM		95				95			95	
02:00 PM		96				96			96	
03:00 PM		132				132			132	
04:00 PM		129				129			129	
05:00 PM		112				112			112	
06:00 PM		75				75			75	
07:00 PM		64				64			64	
08:00 PM		62				62			62	
09:00 PM		42				42			42	
10:00 PM		18				18			18	
11:00 PM		16				16			16	
<b>Day Total</b>		1487				1487			1487	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 116				8:00 AM 116			8:00 AM 116	
PM Peak Volume		3:00 PM 132				3:00 PM 132			3:00 PM 132	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Franklin & Sherman															QC JOB #: 15124311		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	7	21-30	4
01:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
02:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7
05:00 AM	0	3	5	10	2	0	0	0	0	0	0	0	0	0	20	21-30	15
06:00 AM	0	7	12	10	4	1	0	0	0	0	0	0	0	0	34	21-30	22
07:00 AM	0	37	59	13	0	0	0	0	0	0	0	0	1	0	110	16-25	96
08:00 AM	0	18	49	28	2	0	0	0	0	0	0	0	0	0	97	21-30	77
09:00 AM	0	22	51	31	2	0	0	0	0	0	0	0	0	0	106	21-30	82
10:00 AM	0	17	37	13	0	0	0	0	0	0	0	0	0	0	67	16-25	54
11:00 AM	0	23	35	12	0	1	0	0	0	0	0	0	0	0	71	16-25	58
12:00 PM	0	25	50	21	3	0	0	0	0	0	0	0	0	0	99	16-25	75
01:00 PM	0	29	52	25	2	0	0	0	1	0	0	0	0	0	109	16-25	81
02:00 PM	0	13	47	21	0	0	0	0	0	0	0	0	0	0	81	21-30	68
03:00 PM	0	19	61	30	4	0	0	0	0	0	0	0	0	1	115	21-30	91
04:00 PM	0	21	62	20	3	0	0	0	0	0	0	0	0	0	106	16-25	83
05:00 PM	0	28	89	30	6	0	0	0	0	0	0	0	0	0	153	21-30	119
06:00 PM	0	13	42	38	4	0	0	0	0	0	0	0	0	0	97	21-30	80
07:00 PM	0	15	33	24	2	0	0	0	0	0	0	0	0	0	74	21-30	57
08:00 PM	0	12	24	19	0	0	0	0	0	0	0	0	0	0	55	21-30	43
09:00 PM	0	8	22	17	0	0	0	0	0	0	0	0	0	0	47	21-30	39
10:00 PM	0	7	11	7	2	0	0	0	0	0	0	0	0	0	27	19-28	18
11:00 PM	0	1	4	12	1	0	0	0	0	0	0	0	0	0	18	21-30	16
<b>Day Total</b>	0	319	757	389	40	2	0	0	1	0	0	0	1	1	1510	21-30	1146
<b>Percent</b>	0%	21.1%	50.1%	25.8%	2.6%	0.1%	0%	0%	0.1%	0%	0%	0%	0.1%	0.1%			
<b>AM Peak Volume</b>	12:00 AM	7:00 AM	7:00 AM	9:00 AM	6:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	7:00 AM	
	0	37	59	31	4	1	0	0	0	0	0	0	0	1	0	110	
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	5:00 PM	6:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM		
	0	29	89	38	6	0	0	0	1	0	0	0	0	1	153		

Report generated on 11/25/2019 5:20 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



<b>LOCATION:</b> Meridian btwn Franklin & Sherman														<b>QC JOB #:</b> 15124311			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	319	757	389	40	2	0	0	1	0	0	0	1	1	1510	21-30	1146
<b>Percent</b>	0%	21.1%	50.1%	25.8%	2.6%	0.1%	0%	0%	0.1%	0%	0%	0%	0.1%	0.1%			
<b>Cumulative Percent</b>	0%	21.1%	71.3%	97%	99.7%	99.8%	99.8%	99.8%	99.9%	99.9%	99.9%	99.9%	99.9%	100%			
<b>ADT</b> 1510															<b>85th Percentile:</b> 27 MPH <b>Mean Speed(Average):</b> 22 MPH <b>Median:</b> 22 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

LOCATION: Meridian btwn Franklin & Sherman							QC JOB #: 15124311			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Yamhill, OR							DATE: Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
01:00 AM		5				5			5	
02:00 AM		3				3			3	
03:00 AM		1				1			1	
04:00 AM		8				8			8	
05:00 AM		20				20			20	
06:00 AM		34				34			34	
07:00 AM		110				110			110	
08:00 AM		97				97			97	
09:00 AM		106				106			106	
10:00 AM		67				67			67	
11:00 AM		71				71			71	
12:00 PM		99				99			99	
01:00 PM		109				109			109	
02:00 PM		81				81			81	
03:00 PM		115				115			115	
04:00 PM		106				106			106	
05:00 PM		153				153			153	
06:00 PM		97				97			97	
07:00 PM		74				74			74	
08:00 PM		55				55			55	
09:00 PM		47				47			47	
10:00 PM		27				27			27	
11:00 PM		18				18			18	
<b>Day Total</b>		1510				1510			1510	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 110				7:00 AM 110			7:00 AM 110	
PM Peak Volume		5:00 PM 153				5:00 PM 153			5:00 PM 153	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Franklin & Sherman															QC JOB #: 15124311			
SPECIFIC LOCATION:															DIRECTION: NB, SB			
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019			
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
12:00 AM	0	0	5	5	3	0	0	0	0	0	0	0	0	0	13	21-30	10	
01:00 AM	0	1	3	3	2	0	0	0	0	0	0	0	0	0	9	21-30	6	
02:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21-30	5	
03:00 AM	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8	21-30	6	
04:00 AM	0	1	6	5	3	0	0	0	0	0	0	0	0	0	15	21-30	11	
05:00 AM	0	4	13	23	5	1	0	0	0	0	0	0	0	0	46	21-30	36	
06:00 AM	0	11	24	40	7	1	0	0	0	0	0	0	0	0	83	21-30	64	
07:00 AM	0	52	101	47	3	0	0	0	0	0	0	0	1	3	207	16-25	153	
08:00 AM	0	49	95	52	7	0	0	0	0	0	0	0	0	0	203	21-30	147	
09:00 AM	0	36	86	51	6	0	0	0	0	0	0	0	0	0	179	21-30	137	
10:00 AM	0	36	85	28	2	0	0	0	0	0	0	0	0	0	151	16-25	121	
11:00 AM	0	43	76	26	1	1	0	0	1	0	0	0	0	0	148	16-25	119	
12:00 PM	0	39	95	40	6	0	0	0	0	0	0	0	0	2	182	21-30	135	
01:00 PM	0	50	88	56	3	0	0	0	1	0	0	0	0	0	198	21-30	144	
02:00 PM	0	31	100	46	3	0	0	1	0	0	0	0	0	0	181	21-30	146	
03:00 PM	0	48	133	60	8	0	0	0	0	0	0	0	0	1	250	21-30	193	
04:00 PM	0	47	132	65	6	0	0	0	0	0	0	0	0	1	251	21-30	197	
05:00 PM	0	48	165	54	9	0	0	0	0	0	0	0	0	0	276	21-30	219	
06:00 PM	0	25	84	62	7	0	0	0	0	0	0	0	0	0	178	21-30	146	
07:00 PM	0	20	63	51	5	0	0	0	0	0	0	0	0	0	139	21-30	114	
08:00 PM	0	18	53	40	5	0	0	0	0	0	0	0	0	1	117	21-30	93	
09:00 PM	0	16	50	38	2	0	0	0	0	0	0	0	0	0	106	21-30	88	
10:00 PM	0	7	19	18	3	0	0	0	0	0	0	0	0	0	47	21-30	37	
11:00 PM	0	2	10	22	3	0	0	0	0	0	0	0	0	0	37	21-30	32	
<b>Day Total</b>	0	584	1491	838	100	4	0	1	2	0	0	0	1	8	3029	21-30	2329	
<b>Percent</b>	0%	19.3%	49.2%	27.7%	3.3%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0.3%				
<b>AM Peak Volume</b>	12:00 AM	7:00 AM	7:00 AM	8:00 AM	6:00 AM	3:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	7:00 AM	7:00 AM		
	0	52	101	52	7	1	0	0	1	0	0	0	1	3	207			
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	5:00 PM	4:00 PM	5:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM			
	0	50	165	65	9	0	0	1	1	0	0	0	0	2	276			
<i>Comments:</i>																		

<b>LOCATION:</b> Meridian btwn Franklin & Sherman														<b>QC JOB #:</b> 15124311			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	584	1491	838	100	4	0	1	2	0	0	0	1	8	3029	21-30	2329
<b>Percent</b>	0%	19.3%	49.2%	27.7%	3.3%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0.3%			
<b>Cumulative Percent</b>	0%	19.3%	68.5%	96.2%	99.5%	99.6%	99.6%	99.6%	99.7%	99.7%	99.7%	99.7%	99.7%	100%			
<b>ADT 3029</b>															<b>85th Percentile:</b> 27 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Franklin & Sherman <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124311 <b>DIRECTION:</b> NB, SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13				13			13	
01:00 AM		9				9			9	
02:00 AM		5				5			5	
03:00 AM		8				8			8	
04:00 AM		15				15			15	
05:00 AM		46				46			46	
06:00 AM		83				83			83	
07:00 AM		207				207			207	
08:00 AM		203				203			203	
09:00 AM		179				179			179	
10:00 AM		151				151			151	
11:00 AM		148				148			148	
12:00 PM		182				182			182	
01:00 PM		198				198			198	
02:00 PM		181				181			181	
03:00 PM		250				250			250	
04:00 PM		251				251			251	
05:00 PM		276				276			276	
06:00 PM		178				178			178	
07:00 PM		139				139			139	
08:00 PM		117				117			117	
09:00 PM		106				106			106	
10:00 PM		47				47			47	
11:00 PM		37				37			37	
<b>Day Total</b>		3029				3029			3029	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 207				7:00 AM 207			7:00 AM 207	
PM Peak Volume		5:00 PM 276				5:00 PM 276			5:00 PM 276	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Franklin & Sherman															QC JOB #: 15124311		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	2	3	1	1	0	0	0	0	0	0	0	0	7	21-30	5
04:00 AM	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7	26-35	6
05:00 AM	0	1	8	13	3	1	0	0	0	0	0	0	0	0	26	21-30	21
06:00 AM	0	4	12	30	3	0	0	0	0	0	0	0	0	0	49	21-30	42
07:00 AM	0	15	42	34	3	0	0	0	0	0	0	0	0	3	97	21-30	76
08:00 AM	0	31	46	24	5	0	0	0	0	0	0	0	0	0	106	16-25	77
09:00 AM	0	14	35	20	4	0	0	0	0	0	0	0	0	0	73	21-30	55
10:00 AM	0	19	48	15	2	0	0	0	0	0	0	0	0	0	84	16-25	67
11:00 AM	0	20	41	14	1	0	0	0	1	0	0	0	0	0	77	16-25	61
12:00 PM	0	14	45	19	3	0	0	0	0	0	0	0	0	2	83	21-30	64
01:00 PM	0	21	36	31	1	0	0	0	0	0	0	0	0	0	89	21-30	67
02:00 PM	0	18	53	25	3	0	0	1	0	0	0	0	0	0	100	21-30	78
03:00 PM	0	29	72	30	4	0	0	0	0	0	0	0	0	0	135	21-30	102
04:00 PM	0	26	70	45	3	0	0	0	0	0	0	0	0	1	145	21-30	115
05:00 PM	0	20	76	24	3	0	0	0	0	0	0	0	0	0	123	21-30	100
06:00 PM	0	12	42	24	3	0	0	0	0	0	0	0	0	0	81	21-30	66
07:00 PM	0	5	30	27	3	0	0	0	0	0	0	0	0	0	65	21-30	57
08:00 PM	0	6	29	21	5	0	0	0	0	0	0	0	0	1	62	21-30	50
09:00 PM	0	8	28	21	2	0	0	0	0	0	0	0	0	0	59	21-30	49
10:00 PM	0	0	8	11	1	0	0	0	0	0	0	0	0	0	20	21-30	19
11:00 PM	0	1	6	10	2	0	0	0	0	0	0	0	0	0	19	21-30	16
<b>Day Total</b>	0	265	734	449	60	2	0	1	1	0	0	0	0	7	1519	21-30	1183
<b>Percent</b>	0%	17.4%	48.3%	29.6%	3.9%	0.1%	0%	0.1%	0.1%	0%	0%	0%	0%	0.5%			
<b>AM Peak Volume</b>	12:00 AM	8:00 AM	10:00 AM	7:00 AM	8:00 AM	3:00 AM	12:00 AM	12:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	8:00 AM		
	0	31	48	34	5	1	0	0	1	0	0	0	0	3	106		
<b>PM Peak Volume</b>	12:00 PM	3:00 PM	5:00 PM	4:00 PM	8:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	0	29	76	45	5	0	0	1	0	0	0	0	0	2	145		
<i>Comments:</i>																	

<b>LOCATION:</b> Meridian btwn Franklin & Sherman														<b>QC JOB #:</b> 15124311			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	265	734	449	60	2	0	1	1	0	0	0	0	7	1519	21-30	1183
<b>Percent</b>	0%	17.4%	48.3%	29.6%	3.9%	0.1%	0%	0.1%	0.1%	0%	0%	0%	0%	0.5%			
<b>Cumulative Percent</b>	0%	17.4%	65.8%	95.3%	99.3%	99.4%	99.4%	99.5%	99.5%	99.5%	99.5%	99.5%	99.5%	100%			
<b>ADT 1519</b>															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Franklin & Sherman <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124311 <b>DIRECTION:</b> SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
01:00 AM		4				4			4	
02:00 AM		2				2			2	
03:00 AM		7				7			7	
04:00 AM		7				7			7	
05:00 AM		26				26			26	
06:00 AM		49				49			49	
07:00 AM		97				97			97	
08:00 AM		106				106			106	
09:00 AM		73				73			73	
10:00 AM		84				84			84	
11:00 AM		77				77			77	
12:00 PM		83				83			83	
01:00 PM		89				89			89	
02:00 PM		100				100			100	
03:00 PM		135				135			135	
04:00 PM		145				145			145	
05:00 PM		123				123			123	
06:00 PM		81				81			81	
07:00 PM		65				65			65	
08:00 PM		62				62			62	
09:00 PM		59				59			59	
10:00 PM		20				20			20	
11:00 PM		19				19			19	
<b>Day Total</b>		1519				1519			1519	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 106				8:00 AM 106			8:00 AM 106	
PM Peak Volume		4:00 PM 145				4:00 PM 145			4:00 PM 145	

Comments:



Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Sherman & Sheridan															QC JOB #: 15124312			
SPECIFIC LOCATION:															DIRECTION: NB			
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	3	1	2	0	0	0	0	0	0	0	0	0	6	21-30	4	
01:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	23-32	4	
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2	
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1	
04:00 AM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7	21-30	7	
05:00 AM	0	1	5	9	3	0	0	0	0	0	0	0	0	0	18	21-30	14	
06:00 AM	0	3	10	10	5	0	1	0	0	0	0	0	0	0	29	21-30	20	
07:00 AM	0	12	53	26	1	0	0	0	0	0	0	0	0	0	92	21-30	79	
08:00 AM	0	5	34	35	5	0	0	0	0	0	0	0	0	0	79	21-30	69	
09:00 AM	0	7	45	39	5	0	0	0	0	0	0	0	0	0	96	21-30	84	
10:00 AM	0	8	38	13	1	0	0	0	0	0	0	0	0	0	60	21-30	51	
11:00 AM	0	7	34	14	0	1	0	0	0	0	0	0	0	0	56	21-30	48	
12:00 PM	0	10	44	26	5	0	0	0	0	0	0	0	0	0	85	21-30	70	
01:00 PM	0	8	48	33	5	0	0	0	0	0	0	0	0	0	94	21-30	81	
02:00 PM	0	5	43	29	3	0	0	0	0	0	0	0	0	0	80	21-30	72	
03:00 PM	0	4	54	43	5	0	0	0	0	0	0	0	0	0	106	21-30	97	
04:00 PM	0	3	57	24	5	0	0	0	0	0	0	0	0	0	89	21-30	81	
05:00 PM	0	11	68	45	7	0	0	1	0	0	0	0	0	0	132	21-30	113	
06:00 PM	0	4	39	38	9	0	0	0	0	0	0	0	0	0	90	21-30	77	
07:00 PM	0	1	33	31	3	0	0	0	0	0	0	0	0	0	68	21-30	64	
08:00 PM	0	1	18	18	3	0	0	0	0	0	0	0	0	0	40	21-30	36	
09:00 PM	0	4	11	20	1	0	0	0	0	0	0	0	0	0	36	21-30	31	
10:00 PM	0	1	4	9	1	0	0	0	0	0	0	0	0	0	15	21-30	13	
11:00 PM	0	0	2	10	1	0	0	0	0	0	0	0	0	0	13	21-30	12	
<b>Day Total</b>	0	95	650	480	71	1	1	1	0	0	0	0	0	0	1299	21-30	1130	
<b>Percent</b>	0%	7.3%	50%	37%	5.5%	0.1%	0.1%	0.1%	0%	0%	0%	0%	0%	0%				
<b>AM Peak Volume</b>	12:00 AM	7:00 AM	7:00 AM	9:00 AM	6:00 AM	11:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM			
	0	12	53	39	5	1	1	0	0	0	0	0	0	0	96			
<b>PM Peak Volume</b>	12:00 PM	5:00 PM	5:00 PM	5:00 PM	6:00 PM	12:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM			
	0	11	68	45	9	0	0	1	0	0	0	0	0	0	132			
<i>Comments:</i>																		

Report generated on 11/25/2019 5:20 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan														<b>QC JOB #:</b> 15124312			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	95	650	480	71	1	1	1	0	0	0	0	0	0	1299	21-30	1130
<b>Percent</b>	0%	7.3%	50%	37%	5.5%	0.1%	0.1%	0.1%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	7.3%	57.4%	94.3%	99.8%	99.8%	99.9%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 1299															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 24 MPH <b>Median:</b> 24 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124312 <b>DIRECTION:</b> NB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
01:00 AM		5				5			5	
02:00 AM		2				2			2	
03:00 AM		1				1			1	
04:00 AM		7				7			7	
05:00 AM		18				18			18	
06:00 AM		29				29			29	
07:00 AM		92				92			92	
08:00 AM		79				79			79	
09:00 AM		96				96			96	
10:00 AM		60				60			60	
11:00 AM		56				56			56	
12:00 PM		85				85			85	
01:00 PM		94				94			94	
02:00 PM		80				80			80	
03:00 PM		106				106			106	
04:00 PM		89				89			89	
05:00 PM		132				132			132	
06:00 PM		90				90			90	
07:00 PM		68				68			68	
08:00 PM		40				40			40	
09:00 PM		36				36			36	
10:00 PM		15				15			15	
11:00 PM		13				13			13	
<b>Day Total</b>		1299				1299			1299	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 96				9:00 AM 96			9:00 AM 96	
PM Peak Volume		5:00 PM 132				5:00 PM 132			5:00 PM 132	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Sherman & Sheridan															QC JOB #: 15124312		
SPECIFIC LOCATION:															DIRECTION: NB, SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	6	4	2	0	0	0	0	0	0	0	0	0	12	21-30	10
01:00 AM	0	0	2	3	3	0	0	0	0	0	0	0	0	0	8	26-35	6
02:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21-30	4
03:00 AM	0	0	3	3	1	1	0	0	0	0	0	0	0	0	8	21-30	6
04:00 AM	0	0	6	5	3	1	0	0	0	0	0	0	0	0	15	21-30	11
05:00 AM	0	1	16	19	8	0	0	0	0	0	0	0	0	0	44	21-30	35
06:00 AM	0	4	23	39	7	0	1	0	0	0	0	0	0	0	74	21-30	62
07:00 AM	0	16	92	56	5	0	0	0	0	0	0	0	0	0	169	21-30	148
08:00 AM	0	18	73	62	9	0	0	0	0	0	0	0	0	0	162	21-30	135
09:00 AM	0	9	80	60	10	0	0	0	0	0	0	0	0	0	159	21-30	140
10:00 AM	0	20	83	31	1	0	0	0	0	0	0	0	0	0	135	21-30	114
11:00 AM	0	14	75	31	0	1	0	0	0	0	0	0	0	0	121	21-30	106
12:00 PM	0	18	86	45	9	0	0	0	0	0	0	0	0	0	158	21-30	131
01:00 PM	0	23	86	58	7	0	0	0	0	0	0	0	0	0	174	21-30	144
02:00 PM	0	14	93	60	5	0	0	0	0	0	0	0	0	0	172	21-30	153
03:00 PM	0	15	123	74	10	0	0	0	0	1	0	0	0	0	223	21-30	197
04:00 PM	0	23	116	67	7	0	0	0	0	0	0	0	0	0	213	21-30	183
05:00 PM	0	15	130	72	10	0	1	1	0	0	0	0	0	0	229	21-30	202
06:00 PM	0	9	78	65	11	0	0	0	0	0	0	0	0	0	163	21-30	143
07:00 PM	0	4	60	57	8	0	0	0	0	0	0	0	0	0	129	21-30	117
08:00 PM	0	3	42	40	7	0	0	0	0	0	0	0	0	0	92	21-30	82
09:00 PM	0	5	30	36	3	0	0	0	0	0	0	0	0	0	74	21-30	66
10:00 PM	0	1	6	15	2	0	0	0	0	0	0	0	0	0	24	21-30	21
11:00 PM	0	0	8	14	5	1	0	0	0	0	0	0	0	0	28	21-30	22
<b>Day Total</b>	0	212	1319	918	133	4	2	1	0	1	0	0	0	0	2590	21-30	2237
<b>Percent</b>	0%	8.2%	50.9%	35.4%	5.1%	0.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	12:00 AM	1:00 AM	5:00 PM	3:00 PM	6:00 PM	11:00 PM	5:00 PM	5:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	7:00 AM		
<b>PM Peak Volume</b>	12:00 PM	1:00 PM	5:00 PM	3:00 PM	6:00 PM	11:00 PM	5:00 PM	5:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	0	23	130	74	11	1	1	1	0	1	0	0	0	0	229		

Report generated on 11/25/2019 5:20 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan														<b>QC JOB #:</b> 15124312			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	212	1319	918	133	4	2	1	0	1	0	0	0	0	2590	21-30	2237
<b>Percent</b>	0%	8.2%	50.9%	35.4%	5.1%	0.2%	0.1%	0%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	8.2%	59.1%	94.6%	99.7%	99.8%	99.9%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT 2590</b>															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 24 MPH <b>Median:</b> 24 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124312 <b>DIRECTION:</b> NB, SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		12				12			12	
01:00 AM		8				8			8	
02:00 AM		4				4			4	
03:00 AM		8				8			8	
04:00 AM		15				15			15	
05:00 AM		44				44			44	
06:00 AM		74				74			74	
07:00 AM		169				169			169	
08:00 AM		162				162			162	
09:00 AM		159				159			159	
10:00 AM		135				135			135	
11:00 AM		121				121			121	
12:00 PM		158				158			158	
01:00 PM		174				174			174	
02:00 PM		172				172			172	
03:00 PM		223				223			223	
04:00 PM		213				213			213	
05:00 PM		229				229			229	
06:00 PM		163				163			163	
07:00 PM		129				129			129	
08:00 PM		92				92			92	
09:00 PM		74				74			74	
10:00 PM		24				24			24	
11:00 PM		28				28			28	
<b>Day Total</b>		2590				2590			2590	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 169				7:00 AM 169			7:00 AM 169	
PM Peak Volume		5:00 PM 229				5:00 PM 229			5:00 PM 229	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: Meridian btwn Sherman & Sheridan															QC JOB #: 15124312		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Yamhill, OR															DATE: Nov 19 2019		
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	26-35	2
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
03:00 AM	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7	21-30	5
04:00 AM	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8	26-35	6
05:00 AM	0	0	11	10	5	0	0	0	0	0	0	0	0	0	26	21-30	21
06:00 AM	0	1	13	29	2	0	0	0	0	0	0	0	0	0	45	21-30	42
07:00 AM	0	4	39	30	4	0	0	0	0	0	0	0	0	0	77	21-30	69
08:00 AM	0	13	39	27	4	0	0	0	0	0	0	0	0	0	83	21-30	66
09:00 AM	0	2	35	21	5	0	0	0	0	0	0	0	0	0	63	21-30	56
10:00 AM	0	12	45	18	0	0	0	0	0	0	0	0	0	0	75	21-30	63
11:00 AM	0	7	41	17	0	0	0	0	0	0	0	0	0	0	65	21-30	58
12:00 PM	0	8	42	19	4	0	0	0	0	0	0	0	0	0	73	21-30	61
01:00 PM	0	15	38	25	2	0	0	0	0	0	0	0	0	0	80	21-30	63
02:00 PM	0	9	50	31	2	0	0	0	0	0	0	0	0	0	92	21-30	81
03:00 PM	0	11	69	31	5	0	0	0	0	1	0	0	0	0	117	21-30	100
04:00 PM	0	20	59	43	2	0	0	0	0	0	0	0	0	0	124	21-30	102
05:00 PM	0	4	62	27	3	0	1	0	0	0	0	0	0	0	97	21-30	89
06:00 PM	0	5	39	27	2	0	0	0	0	0	0	0	0	0	73	21-30	66
07:00 PM	0	3	27	26	5	0	0	0	0	0	0	0	0	0	61	21-30	53
08:00 PM	0	2	24	22	4	0	0	0	0	0	0	0	0	0	52	21-30	46
09:00 PM	0	1	19	16	2	0	0	0	0	0	0	0	0	0	38	21-30	35
10:00 PM	0	0	2	6	1	0	0	0	0	0	0	0	0	0	9	21-30	8
11:00 PM	0	0	6	4	4	1	0	0	0	0	0	0	0	0	15	21-30	10
<b>Day Total</b>	0	117	669	438	62	3	1	0	0	1	0	0	0	0	1291	21-30	1107
<b>Percent</b>	0%	9.1%	51.8%	33.9%	4.8%	0.2%	0.1%	0%	0%	0.1%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	12:00 AM	8:00 AM	10:00 AM	7:00 AM	5:00 AM	3:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	0	13	45	30	5	1	0	0	0	0	0	0	0	0	83		
<b>PM Peak Volume</b>	12:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	11:00 PM	5:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	0	20	69	43	5	1	1	0	0	1	0	0	0	0	124		
<i>Comments:</i>																	

Report generated on 11/25/2019 5:20 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan														<b>QC JOB #:</b> 15124312			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Yamhill, OR														<b>DATE:</b> Nov 19 2019 -			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	0	117	669	438	62	3	1	0	0	1	0	0	0	0	1291	21-30	1107
<b>Percent</b>	0%	9.1%	51.8%	33.9%	4.8%	0.2%	0.1%	0%	0%	0.1%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	0%	9.1%	60.9%	94.8%	99.6%	99.8%	99.9%	99.9%	99.9%	100%	100%	100%	100%	100%			
<b>ADT</b> 1291															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	





Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Meridian btwn Sherman & Sheridan <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Yamhill, OR							<b>QC JOB #:</b> 15124312 <b>DIRECTION:</b> SB <b>DATE:</b> Nov 19 2019 - Nov 19 2019			
Start Time	Mon 19 Nov 19	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
01:00 AM		3				3			3	
02:00 AM		2				2			2	
03:00 AM		7				7			7	
04:00 AM		8				8			8	
05:00 AM		26				26			26	
06:00 AM		45				45			45	
07:00 AM		77				77			77	
08:00 AM		83				83			83	
09:00 AM		63				63			63	
10:00 AM		75				75			75	
11:00 AM		65				65			65	
12:00 PM		73				73			73	
01:00 PM		80				80			80	
02:00 PM		92				92			92	
03:00 PM		117				117			117	
04:00 PM		124				124			124	
05:00 PM		97				97			97	
06:00 PM		73				73			73	
07:00 PM		61				61			61	
08:00 PM		52				52			52	
09:00 PM		38				38			38	
10:00 PM		9				9			9	
11:00 PM		15				15			15	
<b>Day Total</b>		1291				1291			1291	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 83				8:00 AM 83			8:00 AM 83	
PM Peak Volume		4:00 PM 124				4:00 PM 124			4:00 PM 124	

Comments:

**LOCATION:** E Sherman St east of Meridian  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124305  
**DIRECTION:** EB, WB  
**DATE:** Nov 19 2019



Start Time	EB	WB	Total
12:00 AM	0	0	0
01:00 AM	0	1	1
02:00 AM	0	0	0
03:00 AM	0	1	1
04:00 AM	0	1	1
05:00 AM	0	1	1
06:00 AM	6	0	6
07:00 AM	13	1	14
08:00 AM	14	1	15
09:00 AM	6	3	9
10:00 AM	5	2	7
11:00 AM	5	11	16
12:00 PM	7	8	15
01:00 PM	8	3	11
02:00 PM	8	10	18
03:00 PM	7	11	18
04:00 PM	4	15	19
05:00 PM	10	14	24
06:00 PM	10	3	13
07:00 PM	3	0	3
08:00 PM	3	3	6
09:00 PM	1	3	4
10:00 PM	0	0	0
11:00 PM	1	1	2
<b>Day Total</b>	<b>111</b>	<b>93</b>	<b>204</b>
<b>Percent</b>	<b>54.4%</b>	<b>45.6%</b>	

**PEAK HOUR (AM):** 11:00 AM

**PEAK HOUR (PM):** 05:00 PM

**AVERAGE SPEED:**

**MODAL SPEED:**

**MEDIAN SPEED:**

**85th PERCENTILE:**

**POSTED SPEED:**

**TOTAL TRUCKS:**

**(Class 4 thru 13)**

**LOCATION:** E Sherman St west of Meridian  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124306  
**DIRECTION:** EB, WB  
**DATE:** Nov 19 2019



Start Time	EB	WB	Total
12:00 AM	1	0	1
01:00 AM	0	1	1
02:00 AM	0	0	0
03:00 AM	0	0	0
04:00 AM	0	0	0
05:00 AM	1	0	1
06:00 AM	4	2	6
07:00 AM	<b>14</b>	4	<b>18</b>
08:00 AM	4	5	9
09:00 AM	3	5	8
10:00 AM	4	7	11
11:00 AM	8	4	12
12:00 PM	10	6	16
01:00 PM	7	9	16
02:00 PM	5	6	11
03:00 PM	8	4	12
04:00 PM	11	7	18
05:00 PM	<b>12</b>	<b>12</b>	<b>24</b>
06:00 PM	8	3	11
07:00 PM	2	1	3
08:00 PM	3	1	4
09:00 PM	4	2	6
10:00 PM	0	1	1
11:00 PM	0	1	1
<b>Day Total</b>	<b>109</b>	<b>81</b>	<b>190</b>
<b>Percent</b>	<b>57.4%</b>	<b>42.6%</b>	

**PEAK HOUR (AM):** 07:00 AM  
**PEAK HOUR (PM):** 05:00 PM

**AVERAGE SPEED:**  
**MODAL SPEED:**  
**MEDIAN SPEED:**  
**85th PERCENTILE:**  
**POSTED SPEED:**

**TOTAL TRUCKS:**  
**(Class 4 thru 13)**

**LOCATION:** E North St east of Meridian  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124307  
**DIRECTION:** EB, WB  
**DATE:** Nov 19 2019



Start Time	EB	WB	Total
12:00 AM	0	1	1
01:00 AM	1	2	3
02:00 AM	0	0	0
03:00 AM	0	0	0
04:00 AM	1	0	1
05:00 AM	0	0	0
06:00 AM	6	0	6
07:00 AM	8	3	11
08:00 AM	13	1	14
09:00 AM	8	2	10
10:00 AM	2	3	5
11:00 AM	6	4	10
12:00 PM	3	3	6
01:00 PM	8	4	12
02:00 PM	9	5	14
03:00 PM	7	6	13
04:00 PM	5	7	12
05:00 PM	9	7	16
06:00 PM	8	4	12
07:00 PM	3	3	6
08:00 PM	6	6	12
09:00 PM	1	7	8
10:00 PM	5	5	10
11:00 PM	0	2	2
<b>Day Total</b>	109	75	184
<b>Percent</b>	59.2%	40.8%	

**PEAK HOUR (AM):** 08:00 AM  
**PEAK HOUR (PM):** 05:00 PM

**AVERAGE SPEED:**  
**MODAL SPEED:**  
**MEDIAN SPEED:**  
**85th PERCENTILE:**  
**POSTED SPEED:**

**TOTAL TRUCKS:**  
**(Class 4 thru 13)**

**LOCATION:** E North St west of Meridian  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124308  
**DIRECTION:** EB, WB  
**DATE:** Nov 19 2019



Start Time	EB	WB	Total
12:00 AM	0	2	2
01:00 AM	1	1	2
02:00 AM	0	0	0
03:00 AM	0	0	0
04:00 AM	1	0	1
05:00 AM	0	0	0
06:00 AM	4	1	5
07:00 AM	13	2	15
08:00 AM	4	4	8
09:00 AM	2	4	6
10:00 AM	5	1	6
11:00 AM	3	3	6
12:00 PM	3	6	9
01:00 PM	3	1	4
02:00 PM	11	7	18
03:00 PM	1	6	7
04:00 PM	9	6	15
05:00 PM	7	16	23
06:00 PM	5	5	10
07:00 PM	2	3	5
08:00 PM	1	6	7
09:00 PM	1	3	4
10:00 PM	0	0	0
11:00 PM	0	2	2
<b>Day Total</b>	<b>76</b>	<b>79</b>	<b>155</b>
<b>Percent</b>	<b>49%</b>	<b>51%</b>	

**PEAK HOUR (AM):** 07:00 AM

**PEAK HOUR (PM):** 05:00 PM

**AVERAGE SPEED:**

**MODAL SPEED:**

**MEDIAN SPEED:**

**85th PERCENTILE:**

**POSTED SPEED:**

**TOTAL TRUCKS:**

**(Class 4 thru 13)**

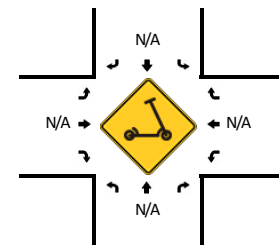
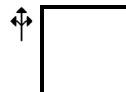
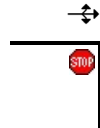
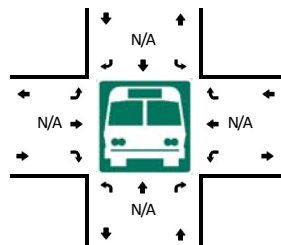
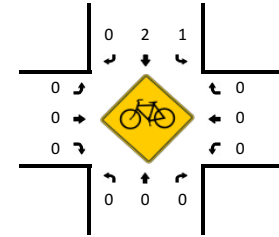
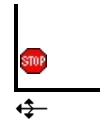
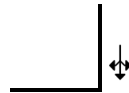
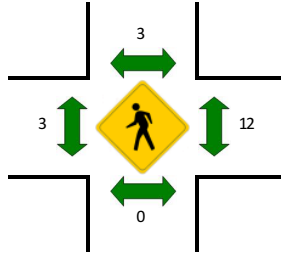
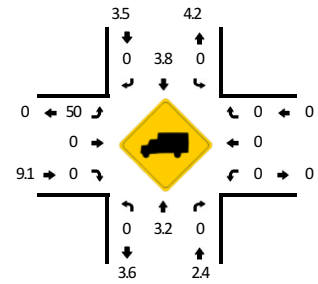
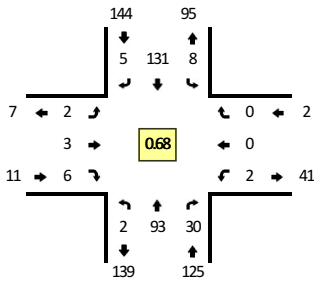
**Appendix B**

***Turning Movement Counts***

**LOCATION:** N Meridian St -- E North St  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124301  
**DATE:** Tue, Nov 19 2019

Peak-Hour: 7:30 AM -- 8:30 AM  
 Peak 15-Min: 7:45 AM -- 8:00 AM

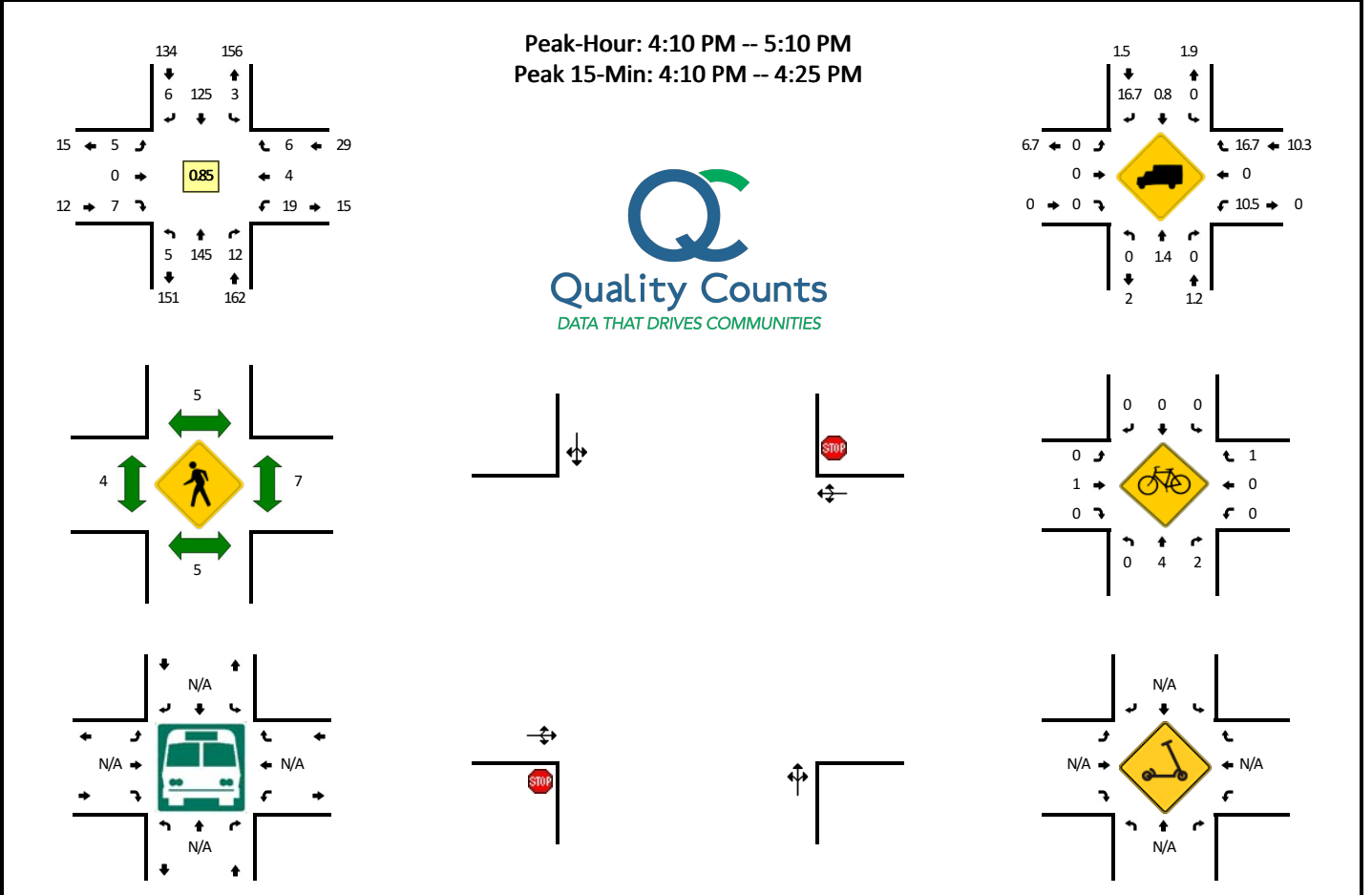


5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	
7:05 AM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14	
7:10 AM	0	6	1	0	0	4	0	0	0	0	0	0	0	0	0	0	11	
7:15 AM	0	2	0	0	0	8	0	0	1	0	2	0	0	0	0	0	13	
7:20 AM	0	5	0	0	0	11	0	0	0	0	0	1	0	0	0	1	18	
7:25 AM	0	3	1	0	0	6	0	0	1	0	1	0	0	0	0	0	12	
7:30 AM	0	3	0	0	2	9	1	0	0	1	1	0	0	0	0	0	17	
7:35 AM	0	7	0	0	2	9	0	0	0	0	0	0	0	0	0	0	18	
7:40 AM	0	7	4	0	0	11	0	0	0	0	0	0	0	0	0	0	22	
7:45 AM	0	10	4	0	0	11	1	0	1	0	1	0	0	0	0	0	28	
7:50 AM	1	19	10	0	1	11	0	0	0	0	1	0	0	0	0	0	43	
7:55 AM	0	12	3	0	1	12	0	0	0	1	3	0	1	0	0	0	33	239
8:00 AM	0	4	4	0	1	11	1	0	0	0	0	0	0	0	0	0	21	250
8:05 AM	0	7	1	0	0	11	0	0	0	0	1	0	0	0	0	0	20	256
8:10 AM	0	9	0	0	0	4	1	0	1	0	0	0	0	0	0	0	15	260
8:15 AM	1	5	3	0	1	12	0	0	0	0	0	0	1	0	0	0	23	270
8:20 AM	0	6	0	0	0	14	1	0	0	0	0	0	0	0	0	0	21	273
8:25 AM	0	4	1	0	0	16	0	0	0	0	0	0	0	0	0	0	21	282
8:30 AM	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	278
8:35 AM	0	6	1	0	1	9	0	0	1	0	0	0	1	1	0	0	20	280
8:40 AM	1	4	1	0	1	4	0	0	1	1	0	0	0	0	0	0	13	271
8:45 AM	0	8	4	0	0	6	0	0	0	0	0	0	0	0	0	0	18	261
8:50 AM	0	7	3	0	1	6	0	0	0	1	0	0	1	0	0	0	19	237
8:55 AM	0	5	3	0	1	14	0	1	0	0	0	0	0	0	0	0	24	228
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	164	68	0	8	136	4	0	4	4	20	0	4	0	0	0	416	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	
Buses																		
Pedestrians		0				4				0				24			28	
Bicycles	0	0	0		1	1	0		0	0	0		0	0	0		2	
Scoters																		

Comments:

**LOCATION:** N Meridian St -- E North St  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124302  
**DATE:** Tue, Nov 19 2019



5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	3	0	0	0	4	0	0	1	1	0	0	2	0	0	0	11	
2:05 PM	1	8	1	0	0	1	0	0	0	1	0	0	1	0	0	0	13	
2:10 PM	1	3	0	0	0	2	1	0	0	0	0	0	0	0	1	0	8	
2:15 PM	0	2	0	0	0	3	0	0	2	0	2	0	1	0	0	0	10	
2:20 PM	1	6	0	0	0	14	0	0	0	0	0	0	0	0	0	0	21	
2:25 PM	1	6	2	0	0	9	0	0	0	0	0	0	0	0	0	0	18	
2:30 PM	1	2	0	0	0	5	1	0	0	0	0	0	0	0	0	0	9	
2:35 PM	0	3	0	0	0	13	0	0	0	0	0	3	0	0	0	0	19	
2:40 PM	0	11	0	0	0	7	0	0	0	1	0	0	1	1	1	0	22	
2:45 PM	0	13	2	0	0	12	0	0	0	0	1	0	0	0	2	0	30	
2:50 PM	0	12	3	0	1	6	1	0	0	0	1	0	3	0	1	0	28	
2:55 PM	2	8	4	0	0	16	0	0	0	1	2	0	0	1	1	0	35	224
3:00 PM	0	12	0	0	0	5	0	0	0	0	0	0	0	2	0	0	19	232
3:05 PM	2	9	2	0	2	5	0	0	0	1	0	0	2	0	3	0	26	245
3:10 PM	0	8	0	0	0	13	1	0	0	0	0	0	1	0	2	0	25	262
3:15 PM	0	16	0	0	0	23	0	0	0	0	0	0	1	0	0	0	40	292
3:20 PM	0	15	1	0	1	19	1	0	0	0	0	0	2	0	1	0	40	311
3:25 PM	0	7	4	0	1	8	0	0	0	0	0	0	0	1	1	0	22	315
3:30 PM	0	6	0	0	0	13	0	0	0	0	0	0	1	0	0	0	20	326
3:35 PM	0	3	1	0	0	7	0	0	0	0	1	0	1	0	0	0	13	320
3:40 PM	1	15	1	0	0	11	0	0	0	0	0	0	1	0	0	0	29	327
3:45 PM	0	6	0	0	0	6	0	0	1	0	0	0	1	0	1	0	15	312
3:50 PM	0	13	0	0	0	9	1	0	0	0	0	0	0	0	0	0	23	307
3:55 PM	0	13	3	0	1	9	1	0	0	0	0	0	0	0	0	0	27	299
4:00 PM	1	11	2	0	1	10	1	0	0	0	0	0	0	1	1	0	28	308
4:05 PM	0	6	2	0	0	9	0	0	0	0	0	0	2	0	0	0	19	301
4:10 PM	1	11	0	0	0	16	1	0	1	0	2	0	3	1	1	0	37	313
4:15 PM	1	14	1	0	0	10	0	0	0	0	1	0	3	0	1	0	31	304
4:20 PM	0	14	5	0	0	11	0	0	1	0	0	0	0	0	0	0	31	295
4:25 PM	0	8	1	0	1	13	0	0	0	0	1	0	1	0	0	0	25	298
4:30 PM	0	9	1	0	0	13	1	0	1	0	0	0	3	1	1	0	30	308
4:35 PM	0	11	0	0	0	4	2	0	0	0	1	0	0	0	0	0	18	313
4:40 PM	0	12	1	0	1	10	2	0	0	0	0	0	0	0	0	0	26	310
4:45 PM	0	9	0	0	0	8	0	0	2	0	0	0	3	1	0	0	23	318
4:50 PM	0	7	0	0	0	11	0	0	0	0	0	0	2	0	1	0	21	316
4:55 PM	2	8	0	0	0	7	0	0	0	0	0	0	1	0	1	0	19	308
5:00 PM	0	18	1	0	1	12	0	0	0	0	1	0	1	1	0	0	35	315
5:05 PM	1	24	2	0	0	10	0	0	0	0	1	0	2	0	1	0	41	337



5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E North St (Eastbound)				E North St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	1	9	0	0	0	8	2	0	1	0	0	0	2	0	0	0	23	323
5:15 PM	0	12	1	0	1	6	1	0	0	0	0	0	0	0	0	0	21	313
5:20 PM	0	20	1	0	0	9	0	0	0	0	0	0	3	2	0	0	35	317
5:25 PM	0	15	0	0	0	10	1	0	1	0	0	0	1	0	0	0	28	320
5:30 PM	1	14	3	0	0	8	1	0	0	0	0	0	0	1	0	0	28	318
5:35 PM	0	8	1	0	0	10	0	0	0	0	1	0	4	0	0	0	24	324
5:40 PM	2	8	0	0	0	10	0	0	1	0	0	0	1	0	0	0	22	320
5:45 PM	0	7	1	0	1	8	0	0	0	0	0	0	0	1	0	0	18	315
5:50 PM	0	12	2	0	0	6	0	0	0	0	0	0	1	0	0	0	21	315
5:55 PM	0	11	3	0	0	10	0	0	1	0	2	0	1	1	1	0	30	326
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	156	24	0	0	148	4	0	8	0	12	0	24	4	8	0	396	
Heavy Trucks	0	4	0		0	4	4		0	0	0		0	0	4		16	
Buses																		
Pedestrians		4				4				0				4			12	
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2	
Scooters																		

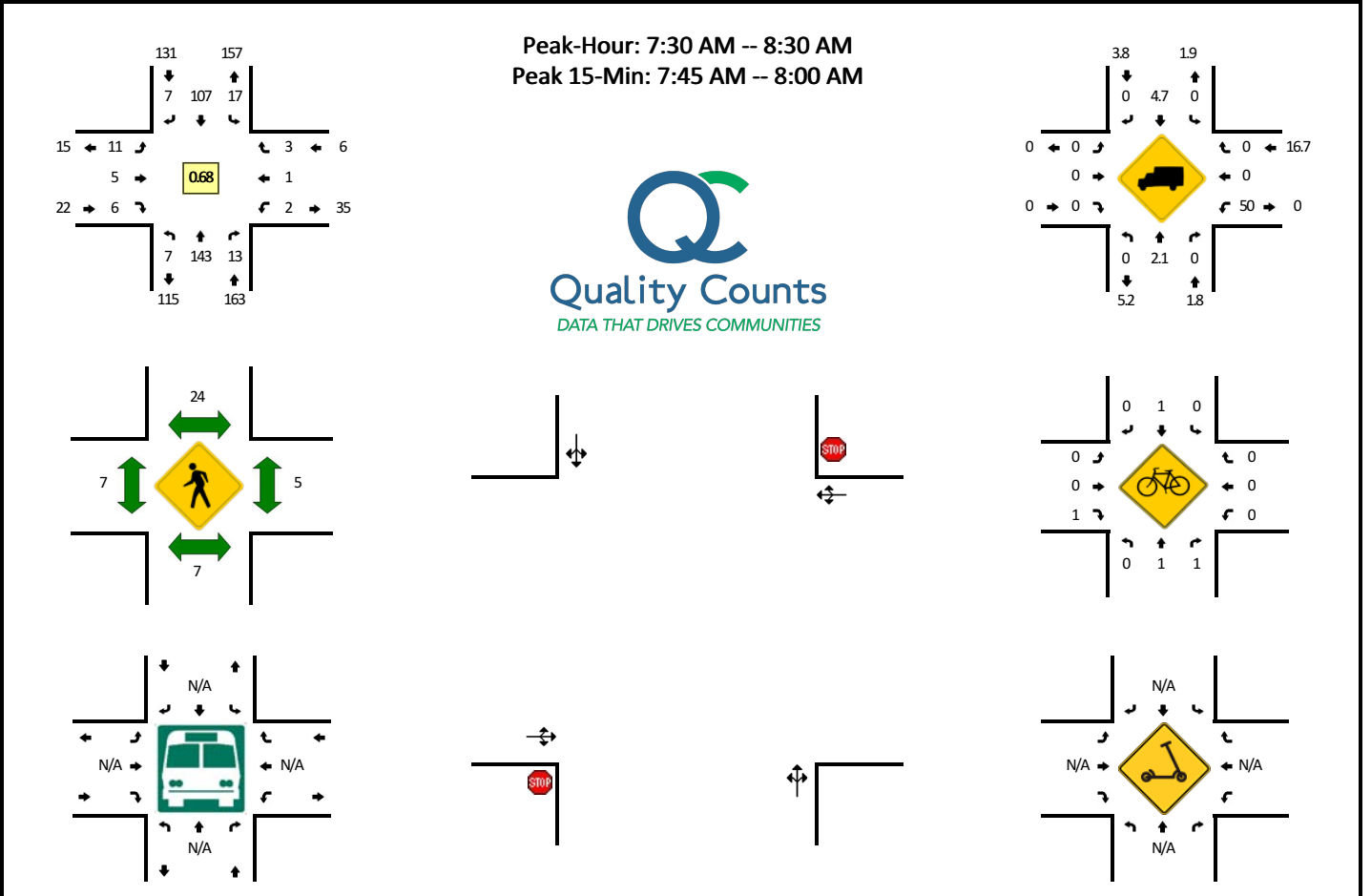
Comments:

Report generated on 11/25/2019 5:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** N Meridian St -- E Sherman St  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124303  
**DATE:** Tue, Nov 19 2019

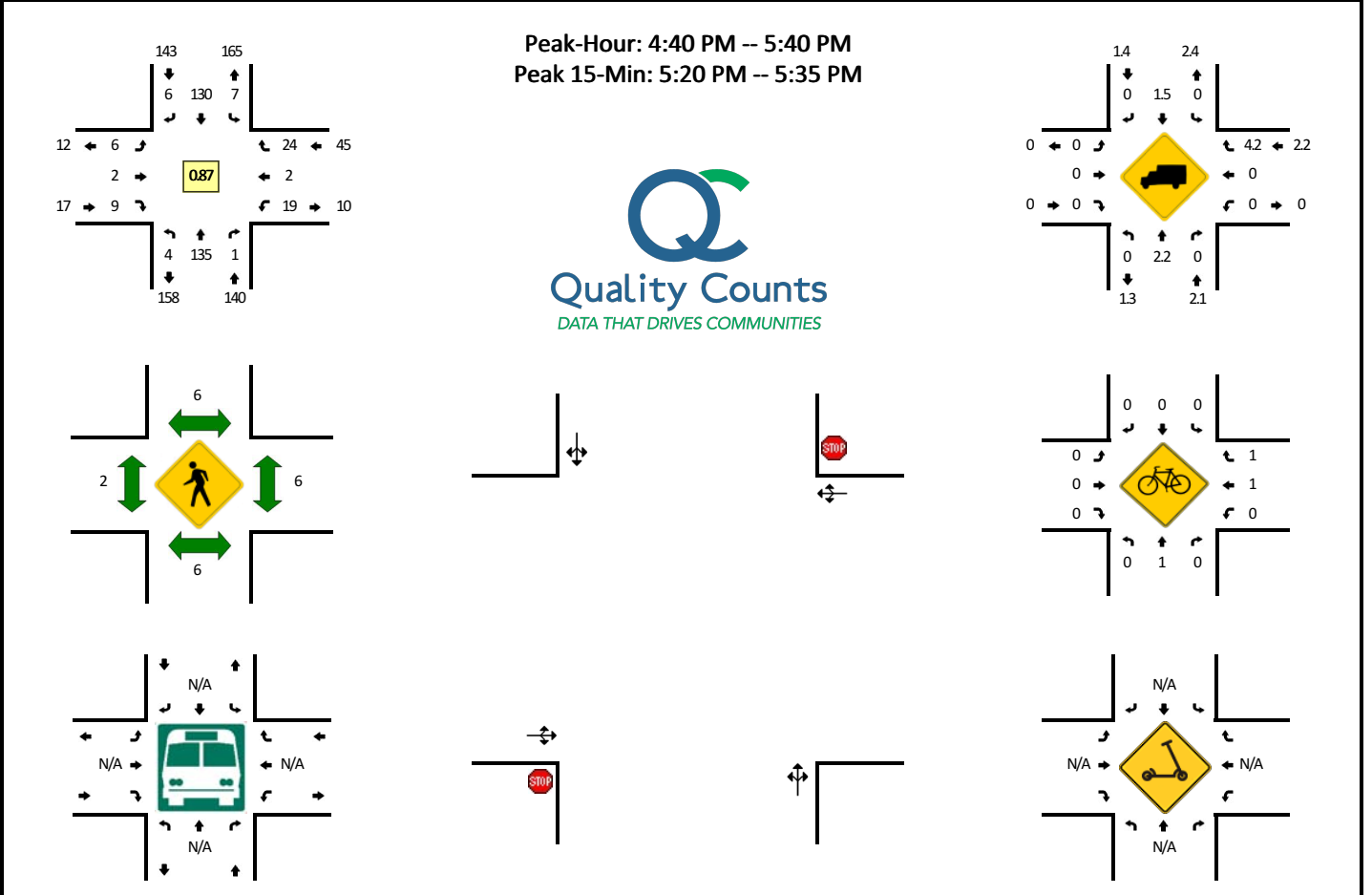


5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E Sherman St (Eastbound)				E Sherman St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	0	0	0	6	0	0	0	0	0	2	0	0	0	0	12	
7:05 AM	0	6	0	0	0	9	0	0	0	1	0	0	0	1	0	0	17	
7:10 AM	0	9	1	0	0	5	0	0	0	0	0	1	0	1	0	0	17	
7:15 AM	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	10	
7:20 AM	0	5	1	0	1	8	0	1	0	0	0	0	0	0	0	0	16	
7:25 AM	0	4	0	0	1	9	0	0	0	0	0	0	0	0	0	0	14	
7:30 AM	1	7	0	0	1	6	2	0	1	0	0	0	0	0	0	0	18	
7:35 AM	0	10	1	0	1	6	0	0	2	0	1	0	1	0	1	0	23	
7:40 AM	0	12	2	0	1	11	2	0	0	2	1	0	0	0	0	0	31	
7:45 AM	0	17	1	0	0	8	0	0	3	0	0	0	0	0	0	0	29	
7:50 AM	1	34	2	0	3	6	0	0	2	0	1	0	1	0	0	0	50	
7:55 AM	2	15	1	0	3	14	2	0	1	1	0	0	0	0	1	0	40	277
8:00 AM	0	10	2	0	3	7	0	0	0	1	1	0	0	0	0	0	24	289
8:05 AM	0	7	2	0	0	9	1	0	0	0	0	0	0	0	0	0	19	291
8:10 AM	1	7	0	0	1	5	0	0	1	0	2	0	0	0	1	0	18	292
8:15 AM	2	8	0	0	3	10	0	0	0	0	0	0	0	0	0	0	23	305
8:20 AM	0	7	0	0	0	12	0	0	1	1	0	0	0	0	0	0	21	310
8:25 AM	0	9	2	0	1	13	0	0	0	0	0	0	0	1	0	0	26	322
8:30 AM	0	3	1	0	0	9	0	0	0	1	3	0	0	0	0	0	17	321
8:35 AM	0	5	1	0	1	7	1	0	1	0	0	0	0	0	0	0	16	314
8:40 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	293
8:45 AM	0	15	0	0	2	4	0	0	0	0	0	0	0	0	0	0	21	285
8:50 AM	0	10	0	0	1	7	0	0	0	0	0	0	0	0	0	0	18	253
8:55 AM	0	9	0	0	2	14	1	0	0	0	0	0	1	1	0	0	28	241
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	264	16	0	24	112	8	0	24	4	4	0	4	0	4	0	476	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	
Buses																		
Pedestrians		16				56				4				16			92	
Bicycles	0	1	1		0	0	0		0	0	1		0	0	0		3	
Scoters																		

*Comments:*

**LOCATION:** N Meridian St -- E Sherman St  
**CITY/STATE:** Yamhill, OR

**QC JOB #:** 15124304  
**DATE:** Tue, Nov 19 2019



5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E Sherman St (Eastbound)				E Sherman St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	2	0	0	0	6	0	0	1	0	0	0	0	0	0	0	10	
2:05 PM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	
2:10 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	0	0	0	10	
2:15 PM	0	2	0	0	1	5	0	0	0	0	1	0	0	0	0	0	11	
2:20 PM	0	5	1	0	0	13	1	0	1	0	1	0	1	0	0	0	24	
2:25 PM	1	9	0	0	0	10	0	0	0	0	0	0	1	0	0	0	21	
2:30 PM	0	4	0	0	1	4	0	0	0	0	0	0	0	0	0	0	9	
2:35 PM	1	2	0	0	0	13	1	0	0	0	1	0	0	0	1	0	19	
2:40 PM	0	9	0	0	0	11	0	0	1	0	0	0	3	1	2	0	27	
2:45 PM	0	14	4	0	0	12	1	0	1	0	1	0	1	0	1	0	35	
2:50 PM	0	12	0	0	2	8	1	0	0	0	0	0	2	0	2	0	27	
2:55 PM	0	11	1	0	2	14	2	0	1	0	0	0	2	0	2	0	35	240
3:00 PM	0	13	1	0	1	4	0	0	0	0	0	0	0	0	1	0	20	250
3:05 PM	0	7	2	0	0	8	0	0	1	0	0	0	3	0	1	0	22	260
3:10 PM	2	9	1	0	1	13	0	0	0	0	0	0	2	0	1	0	29	279
3:15 PM	0	12	2	0	0	24	0	0	1	0	1	0	1	0	1	0	42	310
3:20 PM	0	13	0	0	0	26	0	0	1	0	0	0	4	0	1	0	45	331
3:25 PM	0	6	2	0	0	6	0	0	2	0	0	0	2	1	1	0	20	330
3:30 PM	2	5	0	0	0	13	1	0	0	0	0	0	1	0	0	0	22	343
3:35 PM	0	3	0	0	2	8	0	0	0	1	0	0	0	0	1	0	15	339
3:40 PM	0	14	1	0	1	9	0	0	1	0	2	0	0	0	2	0	30	342
3:45 PM	0	6	0	0	0	8	0	0	0	0	1	0	1	0	0	0	16	323
3:50 PM	0	8	1	0	0	8	2	0	2	0	0	0	0	0	1	0	22	318
3:55 PM	0	17	0	0	1	9	0	0	0	0	1	0	0	0	0	0	28	311
4:00 PM	1	8	0	0	0	12	0	0	0	0	0	0	1	0	1	0	23	314
4:05 PM	0	8	0	0	0	10	0	0	0	0	1	0	3	0	3	0	25	317
4:10 PM	0	5	0	0	0	23	1	0	0	0	0	0	0	0	2	0	31	319
4:15 PM	0	16	1	0	1	14	0	0	1	0	1	0	0	0	0	0	34	311
4:20 PM	0	10	1	0	0	10	0	0	0	0	0	0	3	0	4	0	28	294
4:25 PM	2	10	1	0	2	10	0	0	1	0	2	0	0	0	1	0	29	303
4:30 PM	0	7	0	0	0	15	2	0	4	0	0	0	1	2	0	0	31	312
4:35 PM	0	7	0	0	0	5	0	0	1	0	0	0	1	0	1	0	15	312
4:40 PM	0	9	0	0	0	12	0	0	0	0	0	0	1	0	3	0	25	307
4:45 PM	1	8	0	0	0	14	0	0	1	0	2	0	2	0	1	0	29	320
4:50 PM	0	5	0	0	0	11	0	0	0	0	1	0	1	0	2	0	20	318
4:55 PM	0	9	0	0	1	8	0	0	0	0	0	0	1	0	1	0	20	310
5:00 PM	0	12	0	0	2	15	0	0	1	0	4	0	0	0	4	0	38	325
5:05 PM	1	17	0	0	0	13	1	0	1	0	1	0	1	0	3	0	38	338

5-Min Count Period Beginning At	N Meridian St (Northbound)				N Meridian St (Southbound)				E Sherman St (Eastbound)				E Sherman St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	1	11	0	0	0	6	1	0	0	0	0	0	0	0	0	0	19	326
5:15 PM	0	10	0	0	0	6	3	0	0	0	0	0	5	0	2	0	26	318
5:20 PM	0	16	1	0	1	14	0	0	1	1	0	0	4	0	4	0	42	332
5:25 PM	0	14	0	0	1	10	0	0	0	0	0	0	0	0	1	0	26	329
5:30 PM	1	18	0	0	0	7	1	0	0	0	0	0	1	2	1	0	31	329
5:35 PM	0	6	0	0	2	14	0	0	2	1	1	0	3	0	2	0	31	345
5:40 PM	0	7	0	0	0	11	1	0	0	0	0	0	2	0	1	0	22	342
5:45 PM	0	10	1	0	0	8	0	0	0	0	1	0	0	0	0	0	20	333
5:50 PM	0	11	0	0	0	8	0	0	0	0	3	0	1	0	1	0	24	337
5:55 PM	0	13	0	0	2	11	0	0	0	0	1	0	0	1	0	0	28	345
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	192	4	0	8	124	4	0	4	4	0	0	20	8	24	0	396	
Heavy Trucks	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
Buses																		
Pedestrians		16				4				0				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Report generated on 11/25/2019 5:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**Appendix C**

***Pedestrian Counts***



**Location:** N Meridian St South of E North St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124321

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	1
7:40 AM	0	0
7:45 AM	0	0
7:50 AM	5	0
7:55 AM	4	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	1
8:45 AM	1	1
8:50 AM	0	0
8:55 AM	0	0
9:00 AM	1	1
9:05 AM	0	0
9:10 AM	1	0
9:15 AM	1	0
9:20 AM	3	0
9:25 AM	2	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	1	0

9:55 AM	1	3
10:00 AM	1	0
10:05 AM	0	0
10:10 AM	0	1
10:15 AM	1	0
10:20 AM	0	0
10:25 AM	0	1
10:30 AM	0	0
10:35 AM	0	1
10:40 AM	0	2
10:45 AM	0	1
10:50 AM	1	3
10:55 AM	1	0
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	2	2
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	3	3
11:30 AM	2	0
11:35 AM	0	0
11:40 AM	0	2
11:45 AM	1	0
11:50 AM	1	0
11:55 AM	0	0
12:00 PM	0	1
12:05 PM	0	0
12:10 PM	0	1
12:15 PM	0	1
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	1	3
12:50 PM	0	0
12:55 PM	1	0
1:00 PM	0	0
1:05 PM	0	1
1:10 PM	0	3
1:15 PM	3	2
1:20 PM	4	0
1:25 PM	3	0
1:30 PM	1	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	0	0
1:50 PM	0	0
1:55 PM	0	0

2:00 PM	0	0
2:05 PM	0	0
2:10 PM	0	4
2:15 PM	2	1
2:20 PM	0	0
2:25 PM	0	0
2:30 PM	2	2
2:35 PM	0	1
2:40 PM	0	3
2:45 PM	2	2
2:50 PM	0	0
2:55 PM	0	0
3:00 PM	0	0
3:05 PM	0	0
3:10 PM	0	0
3:15 PM	0	0
3:20 PM	0	0
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	0	3
3:40 PM	0	0
3:45 PM	0	0
3:50 PM	0	0
3:55 PM	0	0
4:00 PM	0	1
4:05 PM	0	3
4:10 PM	0	3
4:15 PM	0	0
4:20 PM	1	0
4:25 PM	0	0
4:30 PM	3	2
4:35 PM	0	2
4:40 PM	0	0
4:45 PM	1	1
4:50 PM	0	1
4:55 PM	0	0
5:00 PM	1	0
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	1	0
5:25 PM	0	1
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	0
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	0	0
<b>Total</b>	<b>59</b>	<b>65</b>





**Location:** N Meridian St North of E Franklin St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124322

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	1	0
7:05 AM	1	0
7:10 AM	0	1
7:15 AM	0	1
7:20 AM	1	1
7:25 AM	1	0
7:30 AM	0	0
7:35 AM	0	1
7:40 AM	1	0
7:45 AM	1	0
7:50 AM	5	0
7:55 AM	4	0
8:00 AM	3	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	1	0
8:20 AM	0	0
8:25 AM	1	0
8:30 AM	1	0
8:35 AM	1	0
8:40 AM	0	1
8:45 AM	1	0
8:50 AM	1	0
8:55 AM	0	1
9:00 AM	2	1
9:05 AM	1	0
9:10 AM	1	0
9:15 AM	2	1
9:20 AM	1	0
9:25 AM	1	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	1	0
9:55 AM	3	3
10:00 AM	0	0
10:05 AM	0	0
10:10 AM	0	1

10:15 AM	1	0
10:20 AM	0	0
10:25 AM	0	0
10:30 AM	0	0
10:35 AM	0	0
10:40 AM	1	3
10:45 AM	0	0
10:50 AM	0	3
10:55 AM	1	0
11:00 AM	1	0
11:05 AM	0	0
11:10 AM	2	2
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	2	2
11:30 AM	2	0
11:35 AM	0	0
11:40 AM	1	2
11:45 AM	1	0
11:50 AM	0	0
11:55 AM	0	1
12:00 PM	0	1
12:05 PM	0	0
12:10 PM	0	1
12:15 PM	0	1
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	0	2
12:50 PM	0	0
12:55 PM	1	0
1:00 PM	0	0
1:05 PM	0	0
1:10 PM	0	2
1:15 PM	4	2
1:20 PM	1	0
1:25 PM	0	0
1:30 PM	1	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	1	0
1:50 PM	0	0
1:55 PM	0	0
2:00 PM	0	0
2:05 PM	0	0
2:10 PM	1	4
2:15 PM	0	1
2:20 PM	0	0
2:25 PM	0	1
2:30 PM	1	0
2:35 PM	0	0

2:40 PM	0	2
2:45 PM	2	1
2:50 PM	3	1
2:55 PM	1	1
3:00 PM	0	0
3:05 PM	0	0
3:10 PM	0	1
3:15 PM	0	1
3:20 PM	0	1
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	1	5
3:40 PM	1	1
3:45 PM	0	0
3:50 PM	1	1
3:55 PM	0	0
4:00 PM	0	3
4:05 PM	1	4
4:10 PM	0	3
4:15 PM	2	1
4:20 PM	2	0
4:25 PM	0	3
4:30 PM	4	2
4:35 PM	0	2
4:40 PM	0	0
4:45 PM	1	1
4:50 PM	0	1
4:55 PM	0	2
5:00 PM	0	1
5:05 PM	1	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	1	0
5:25 PM	0	0
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	1
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	0	1
<b>Total</b>	<b>79</b>	<b>80</b>



**Location:** N Meridian St South of E Franklin St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124323

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	2	1
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	1	0
7:40 AM	1	0
7:45 AM	1	0
7:50 AM	4	0
7:55 AM	0	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	1	0
8:55 AM	0	0
9:00 AM	0	0
9:05 AM	0	0
9:10 AM	0	0
9:15 AM	1	1
9:20 AM	0	0
9:25 AM	0	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	0	0

9:55 AM	0	0
10:00 AM	0	0
10:05 AM	0	0
10:10 AM	0	0
10:15 AM	1	0
10:20 AM	0	2
10:25 AM	0	0
10:30 AM	1	0
10:35 AM	0	0
10:40 AM	0	1
10:45 AM	0	0
10:50 AM	0	0
10:55 AM	0	1
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	0	0
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	0	0
11:30 AM	0	1
11:35 AM	0	1
11:40 AM	0	0
11:45 AM	2	0
11:50 AM	1	0
11:55 AM	1	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	0
12:20 PM	0	1
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	1
12:40 PM	0	0
12:45 PM	0	1
12:50 PM	0	0
12:55 PM	0	0
1:00 PM	1	0
1:05 PM	0	0
1:10 PM	1	0
1:15 PM	0	2
1:20 PM	0	1
1:25 PM	1	0
1:30 PM	0	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	0	1
1:50 PM	0	0
1:55 PM	0	0

2:00 PM	0	0
2:05 PM	1	0
2:10 PM	0	0
2:15 PM	0	0
2:20 PM	1	0
2:25 PM	0	0
2:30 PM	0	0
2:35 PM	1	0
2:40 PM	0	0
2:45 PM	1	0
2:50 PM	0	0
2:55 PM	1	0
3:00 PM	0	0
3:05 PM	0	0
3:10 PM	0	0
3:15 PM	0	0
3:20 PM	0	0
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	0	1
3:40 PM	0	0
3:45 PM	1	0
3:50 PM	0	0
3:55 PM	0	0
4:00 PM	0	0
4:05 PM	0	2
4:10 PM	0	1
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	1
4:30 PM	0	0
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	0
5:00 PM	0	0
5:05 PM	0	1
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	0
5:45 PM	0	1
5:50 PM	1	0
5:55 PM	0	0
<b>Total</b>	<b>27</b>	<b>22</b>



**Location:** N Meridian St North of E Sherman St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124324

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	2	1
7:05 AM	0	0
7:10 AM	1	0
7:15 AM	0	0
7:20 AM	1	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	1	0
7:40 AM	1	0
7:45 AM	5	0
7:50 AM	8	1
7:55 AM	3	0
8:00 AM	2	0
8:05 AM	2	0
8:10 AM	1	0
8:15 AM	3	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	1	1
8:50 AM	1	0
8:55 AM	1	0
9:00 AM	2	0
9:05 AM	0	0
9:10 AM	0	0
9:15 AM	4	2
9:20 AM	2	0
9:25 AM	3	0
9:30 AM	0	1
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	0	1

9:55 AM	0	0
10:00 AM	0	0
10:05 AM	0	0
10:10 AM	0	1
10:15 AM	0	0
10:20 AM	0	0
10:25 AM	2	2
10:30 AM	0	2
10:35 AM	0	1
10:40 AM	3	3
10:45 AM	2	1
10:50 AM	0	1
10:55 AM	0	0
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	0	0
11:15 AM	0	0
11:20 AM	1	1
11:25 AM	0	0
11:30 AM	0	3
11:35 AM	1	0
11:40 AM	0	0
11:45 AM	2	1
11:50 AM	1	0
11:55 AM	1	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	1
12:15 PM	0	0
12:20 PM	0	1
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	1
12:40 PM	0	1
12:45 PM	0	1
12:50 PM	0	0
12:55 PM	0	0
1:00 PM	0	0
1:05 PM	1	1
1:10 PM	0	2
1:15 PM	0	1
1:20 PM	3	3
1:25 PM	0	3
1:30 PM	0	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	0	0
1:50 PM	1	0
1:55 PM	2	0



2:00 PM	1	0
2:05 PM	0	0
2:10 PM	0	0
2:15 PM	0	1
2:20 PM	2	1
2:25 PM	0	0
2:30 PM	0	0
2:35 PM	0	0
2:40 PM	1	3
2:45 PM	0	2
2:50 PM	0	0
2:55 PM	0	1
3:00 PM	0	1
3:05 PM	1	1
3:10 PM	0	1
3:15 PM	0	1
3:20 PM	1	0
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	0	0
3:40 PM	0	0
3:45 PM	0	0
3:50 PM	1	0
3:55 PM	1	1
4:00 PM	0	1
4:05 PM	0	2
4:10 PM	0	2
4:15 PM	0	2
4:20 PM	0	1
4:25 PM	0	0
4:30 PM	0	1
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	2
5:00 PM	2	1
5:05 PM	0	0
5:10 PM	0	1
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	1
5:35 PM	0	0
5:40 PM	0	1
5:45 PM	0	2
5:50 PM	0	0
5:55 PM	0	0
<b>Total</b>	<b>74</b>	<b>68</b>



**Location:** N Meridian St South of E Sherman St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124325

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	0
7:40 AM	1	0
7:45 AM	0	0
7:50 AM	1	0
7:55 AM	3	0
8:00 AM	0	1
8:05 AM	0	0
8:10 AM	0	1
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	1	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	0	0
8:55 AM	0	1
9:00 AM	0	0
9:05 AM	2	0
9:10 AM	0	0
9:15 AM	0	1
9:20 AM	1	0
9:25 AM	0	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	1	1

9:55 AM	1	0
10:00 AM	0	1
10:05 AM	0	3
10:10 AM	0	0
10:15 AM	0	0
10:20 AM	0	0
10:25 AM	0	2
10:30 AM	0	0
10:35 AM	1	1
10:40 AM	1	1
10:45 AM	1	0
10:50 AM	0	0
10:55 AM	0	0
11:00 AM	2	1
11:05 AM	0	0
11:10 AM	0	0
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	0	0
11:30 AM	2	2
11:35 AM	0	2
11:40 AM	0	0
11:45 AM	0	0
11:50 AM	2	0
11:55 AM	1	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	0
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	0	0
12:50 PM	0	0
12:55 PM	0	0
1:00 PM	0	0
1:05 PM	0	1
1:10 PM	0	1
1:15 PM	0	0
1:20 PM	2	1
1:25 PM	0	1
1:30 PM	0	0
1:35 PM	0	0
1:40 PM	1	0
1:45 PM	0	0
1:50 PM	0	0
1:55 PM	0	0

2:00 PM	1	0
2:05 PM	0	0
2:10 PM	0	0
2:15 PM	0	1
2:20 PM	0	0
2:25 PM	0	0
2:30 PM	0	0
2:35 PM	1	0
2:40 PM	0	0
2:45 PM	0	0
2:50 PM	0	0
2:55 PM	0	0
3:00 PM	0	2
3:05 PM	1	0
3:10 PM	0	0
3:15 PM	1	0
3:20 PM	0	0
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	0	0
3:40 PM	0	0
3:45 PM	0	0
3:50 PM	0	0
3:55 PM	2	0
4:00 PM	0	0
4:05 PM	0	0
4:10 PM	3	0
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	3
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	1
4:55 PM	0	0
5:00 PM	0	1
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	1
5:25 PM	0	1
5:30 PM	0	2
5:35 PM	0	0
5:40 PM	1	0
5:45 PM	1	1
5:50 PM	0	0
5:55 PM	0	0
<b>Total</b>	<b>35</b>	<b>35</b>



**Location:** N Meridian St North of E Sheridan St

**Date:** 11/19/2019

**Time:** 7:00 AM - 6:00 PM

**Site Code:** 15124326

Start Time	Pedestrians	
	Eastbound	Westbound
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	1	0
7:35 AM	0	0
7:40 AM	1	0
7:45 AM	0	1
7:50 AM	2	0
7:55 AM	1	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	1	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	1	1
8:55 AM	0	2
9:00 AM	0	1
9:05 AM	0	0
9:10 AM	2	0
9:15 AM	1	0
9:20 AM	1	0
9:25 AM	0	0
9:30 AM	0	0
9:35 AM	0	1
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	0	1

9:55 AM	0	0
10:00 AM	2	0
10:05 AM	0	2
10:10 AM	0	0
10:15 AM	0	1
10:20 AM	0	1
10:25 AM	0	1
10:30 AM	1	1
10:35 AM	0	0
10:40 AM	3	0
10:45 AM	0	0
10:50 AM	0	0
10:55 AM	0	0
11:00 AM	2	2
11:05 AM	0	0
11:10 AM	0	1
11:15 AM	2	0
11:20 AM	0	1
11:25 AM	0	1
11:30 AM	1	1
11:35 AM	0	1
11:40 AM	0	1
11:45 AM	0	0
11:50 AM	2	1
11:55 AM	0	1
12:00 PM	0	0
12:05 PM	1	0
12:10 PM	0	0
12:15 PM	0	1
12:20 PM	0	1
12:25 PM	0	0
12:30 PM	2	0
12:35 PM	2	0
12:40 PM	0	0
12:45 PM	0	0
12:50 PM	0	1
12:55 PM	0	1
1:00 PM	0	0
1:05 PM	0	1
1:10 PM	0	1
1:15 PM	3	2
1:20 PM	1	0
1:25 PM	0	0
1:30 PM	0	0
1:35 PM	1	0
1:40 PM	0	0
1:45 PM	0	0
1:50 PM	0	0
1:55 PM	0	0

2:00 PM	0	0
2:05 PM	0	2
2:10 PM	3	0
2:15 PM	0	0
2:20 PM	0	0
2:25 PM	0	1
2:30 PM	1	0
2:35 PM	0	1
2:40 PM	0	1
2:45 PM	0	2
2:50 PM	0	2
2:55 PM	0	0
3:00 PM	0	1
3:05 PM	1	3
3:10 PM	0	0
3:15 PM	0	0
3:20 PM	0	0
3:25 PM	0	1
3:30 PM	0	3
3:35 PM	0	0
3:40 PM	0	3
3:45 PM	2	0
3:50 PM	0	0
3:55 PM	1	2
4:00 PM	0	0
4:05 PM	0	1
4:10 PM	1	1
4:15 PM	2	2
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	0
4:35 PM	2	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	1
5:00 PM	2	1
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	2
5:30 PM	0	0
5:35 PM	0	1
5:40 PM	0	2
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	0	0
<b>Total</b>	<b>49</b>	<b>64</b>

**Appendix D**

***Critical Crash Rate Calculations & Crash Data***



General & Site Information	
<b>Analyst:</b>	Nys
<b>Agency/Company:</b>	Greenlight Engineering
<b>Date:</b>	2/2/2020
<b>Project Name:</b>	Meridian Pedestrian Study

Intersection Crash Data							
Intersection	Intersection Type	Year					Total
		2014	2015	2016	2017	2018	
Meridian/North	Urban 4ST	0	1	0	1	0	2
Meridian/Franklin	Urban 3ST	0	0	0	0	0	0
Meridian/Sherman	Urban 4ST	0	0	0	2	0	2
Meridian/Sheridan	Urban 4ST	0	0	0	0	0	0
	Total	0	1	0	3	0	4

Intersection Population Type Crash Rate				
Average Crash Rate per intersection type				
Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	0	0		
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	0	5	0.0000	1
Urban 3SG	0	0		
Urban 4ST	4	16	0.2435	3
Urban 4SG	0	0		

Critical Rate Calculation								
Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
Meridian/North	3,000	5.5	2	Urban 4ST	0.37	APM Exhibit 4-1	0.41	Under
Meridian/Franklin	3,000	5.5	0	Urban 3ST	0.00	0.00	0.29	Under
Meridian/Sherman	3,000	5.5	2	Urban 4ST	0.37	APM Exhibit 4-1	0.41	Under
Meridian/Sheridan	3,000	5.5	0	Urban 4ST	0.00	APM Exhibit 4-1	0.41	Under

OREGON . . DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

**MERIDIAN ST and Intersectional Crashes at MERIDIAN ST, City of Newberg, Yamhill County, 01/01/2009 to 12/31/2018**

27 - 31 of 91 Crash records shown.

CITY OF NEWBERG, YAMHILL COUNTY

SER#	INVEST	RD DPT	UNLOC?	D C S V L K LAT	N N N N	N N N N	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	OWNER	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE	
00087	N N N N	N N N N	N N N N	01/27/2017	17	MERIDIAN ST	ALLEY																		32, 02	
		FR	1P	45 18 2.54	-122 58	HANCOCK ST	S																			00
				45 18 2.54	-122 58		07																			00
					14.16																					00
01083	N N N N	N N N N	N N N N	10/20/2015	17	MERIDIAN ST	INTER																			02
		TU	0			NORTH ST	CN																			00
				45 18 15.97	-122 58		03																			02
					13.98																					00
00986	N N N N	N N N N	N N N N	09/13/2017	17	MERIDIAN ST	INTER																			02
		WE	0			NORTH ST	CN																			00
				45 18 15.97	-122 58		04																			00
					13.98																					00
00628	N N N N	N N N N	N N N N	08/14/2009	17	MERIDIAN ST	STRGHT																			27
		FR	30			NORTH ST	S																			00
				45 18	-122 58		05																			27
					13.98																					00
00272	N N N N	N N N N	N N N N	04/13/2011	16	MERIDIAN ST	INTER																			03
		WE	0			SHERIDAN ST	CN																			00
				45 18	-122 58		02																			03
					14.1164576																					00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, 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 - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 URBAN NON-SYSTEM CRASH LISTING

**MERIDIAN ST and Intersectional Crashes at MERIDIAN ST, City of Newberg, Yamhill County, 01/01/2009 to 12/31/2018**  
 32 - 36 of 91 Crash records shown.

SPCL USE	TRLR QTY	A S	PH TYPE	SVRTY	E X RES	LOC	ACT EVENT	CAUSE
MOVE FROM	PRTC	INJ	G E LICNS	PBD				27,01
01 DRIVER	NONE	17 F	OR-Y	047,080			000	00
01 DRIVER	NONE	00 Unk	UNK	000			017	27,01
02 NONE	0	PRKD-P	OR<25					
PRVTE	N -S						008	00
PSNGR CAR								
01 NONE	9	STRGHT						02
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					015	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	21 F	OR-Y	028				02
02 NONE	0	STRGHT	OR<25					
PRVTE	S -N						000	00
PSNGR CAR							000	00
01 DRIVER	NONE	73 M	OR-Y	000				00
02 NONE	9	STRGHT	OR<25					
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00
01 DRIVER	NONE	00 Unk	UNK	000				00
02 NONE	9	STRGHT					000	00
N/A	N/A	N -S					000	00
PSNGR CAR							000	00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all qualifying crashes are represented nor can assurances be made that all qualifying crashes are represented in a single crash file. Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.



## PUBLIC WORKS DEPARTMENT

### 2.15.410 Authority.

A. Limited Traffic Decisions. Limited traffic decisions are traffic decisions which affect and are confined to one particular location.

1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.

2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.

3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.

4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC 2.15.450.

### 2.15.470 Authority of city engineer.

The city engineer will have the authority to make traffic decisions as follows:

A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

## **FISCAL IMPACT**

The installation of paint will cost the City approximately \$100 initially, and will be required to be maintained periodically. The funds will come from 02-5120-541000.

## **ENGINEERING DECISION**

Install additional "no parking" yellow curb painting as noted above.

## **NEXT STEPS**

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice to include information on how to appeal the decision.

2. Engineering will work with Public Works Maintenance for the indicated modifications for "no parking" yellow curb painting.

Attachments: Original TSC20-005 Decision  
Greenlight Engineering Report  
Email agreement from GFU

PUBLIC WORKS DEPARTMENT: [Engineering@newbergoregon.gov](mailto:Engineering@newbergoregon.gov) | Phone (503) 537-1273

**From:** [Bill Buhrow](#)  
**Sent:** Wednesday, January 13, 2021 12:37 AM  
**To:** [Kaaren Hofmann](#); [Ed Gierok](#)  
**Subject:** RE: No Parking Request

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

That would be fine - thanks

??

Bill Buhrow, Psy.D.  
George Fox University  
Dean of Student Services  
Dir. Health and Counseling  
503-554-2340

??

????NOTICE: This e-mail (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C.\_2510-2521, is confidential and may be privileged. If you are not the intended recipient, please be aware that any retention, dissemination, distribution, or copying of this communication is prohibited. Please reply to the sender that you have received this message in error, then delete it. Thank you for helping to maintain privacy.???

??

??

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**From:** Kaaren Hofmann [mailto:[Kaaren.Hofmann@newbergoregon.gov](mailto:Kaaren.Hofmann@newbergoregon.gov)]

**Sent:** Tuesday, January 12, 2021 8:56 AM

**To:** Bill Buhrow; Ed Gierok

**Subject:** No Parking Request

??

Good morning-

??

Based on the TSC meeting last night, the request for an additional 35??? at both locations will not be approved as some of your neighbors objected.?? Are you comfortable with an additional 20??? on your side of Meridian??? We can also set up a meeting to discuss options.

??

Let me know where you think you want to go.

??

Regards,

??

***Kaaren Hofmann, PE***

***City Engineer***

City of Newberg

414 E. First Street

Newberg, Oregon 97132

503.537.1223 (desk phone)

971.281.9067 (mobile phone)

[kaaren.hofmann@newbergoregon.gov](mailto:kaaren.hofmann@newbergoregon.gov)

Pronouns: she ??? her - hers

??



??

***Helpful Links:***

[City of Newberg Online GIS Mapping](#)

[City of Newberg Municipal Code](#)

[City of Newberg Public Works Design and Construction Standards](#)

??

**From:** [Ed Gierok](#)  
**Sent:** Tuesday, January 12, 2021 9:17 AM  
**To:** [Kaaren Hofmann](#)  
**Cc:** [Bill Buhrow](#)  
**Subject:** Re: No Parking Request

---

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I think that would be fine.

In His Service,  
Ed Gierok  
Director of Campus Public Safety & Emergency Management  
  
George Fox University  
  
503-554-2090

On Tue, Jan 12, 2021 at 8:55 AM Kaaren Hofmann  
<[Kaaren.Hofmann@newbergoregon.gov](mailto:Kaaren.Hofmann@newbergoregon.gov)> wrote:

Good morning-

Based on the TSC meeting last night, the request for an additional 35' at both locations will not be approved as some of your neighbors objected. Are you comfortable with an additional 20' on your side of Meridian? We can also set up a meeting to discuss options.

Let me know where you think you want to go.

Regards,



***Kaaren Hofmann, PE***

***City Engineer***

City of Newberg

414 E. First Street

Newberg, Oregon 97132

503.537.1223 (desk phone)

971.281.9067 (mobile phone)

[kaaren.hofmann@newbergoregon.gov](mailto:kaaren.hofmann@newbergoregon.gov)

Pronouns: she – her - hers



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[City of Newberg Public Works Design and Construction Standards](#)



January 13, 2021

RE: FRIENDSVIEW UNIVERSITY VILLAGE PHASE 2  
RECOMMENDATION FROM THE TRAFFIC SAFETY COMMISSION

Dear Mr. Rux:

At the Traffic Safety Commission's January 11, 2021 meeting, we heard testimony on a potential safety hazard in the submitted plans for the above project. The concern is with the proposed location of the garage driveway onto SW Fulton Street. See the attached information provided by Ian McDonough.

The Commission is concerned about the pedestrian conflicts and additional traffic being funneled into a location on SW Fulton that is already heavily congested. After much discussion, the Traffic Safety Commission voted to provide a recommendation to you to consider in your review of the land use application.

The Traffic Safety Commission recommends that the City not approve the proposed garage driveway onto SW Fulton Street but instead require the driveway to be located onto what was SW Cherry Street. This will eliminate the pedestrian conflicts and will allow for the traffic to disperse into existing intersections.

Feel free to contact me with any questions you may have on this recommendation.

Regards,

A handwritten signature in blue ink, appearing to read "Tony Roos".

Tony Roos, Chair  
Traffic Safety Commission

## **WORST INTERSECTION LIST**

1. College & Hancock
2. College & First
3. Villa & Mountainview
4. Meridian & Hancock
5. Pedestrian Crossing at Howard & 99W
6. Second & Everest
7. Villa & OR219
8. Springbrook & 99W
9. Hwy 240/Main Street/Illinois Street