



City Council Agenda

Mayor
Christine Lundberg

City Council
Sean VanGordon, Ward 1
Hillary Wylie, Ward 2
Sheri Moore, Ward 3
Dave Ralston, Ward 4
Marilee Woodrow, Ward 5
Joe Pishioneri, Ward 6

City Manager:
Gino Grimaldi
City Recorder:
Amy Sowa 541.726.3700

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3700
Online at www.springfield-or.gov

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available, as well as an Induction Loop for the benefit of hearing aid users.

To arrange for these services, call 541.726.3700.

Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.

All proceedings before the City Council are recorded.

May 9, 2016

5:30 p.m. Work Session
Jesse Maine Room

*(Council work sessions are reserved for discussion between Council, staff and consultants;
therefore, Council will not receive public input during work sessions.
Opportunities for public input are given during all regular Council meetings)*

CALL TO ORDER

ROLL CALL - Mayor Lundberg ____, Councilors VanGordon ____, Wylie ____, Moore ____, Ralston ____, Woodrow ____, and Pishioneri ____.

1. Main Street Speed Study.
[Brian Barnett] (30 Minutes)

ADJOURNMENT

AGENDA ITEM SUMMARY

Meeting Date: 5/9/2016
Meeting Type: Work Session
Staff Contact/Dept.: Brian Barnett DPW
Staff Phone No: 726.3681
Estimated Time: 30 min.
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:	MAIN STREET SPEED STUDY
ACTION REQUESTED:	Informational Discussion, No Action Required
ISSUE STATEMENT:	Oregon Department of Transportation (ODOT) conducted two speed zone investigations: Main Street from 20 th Street to South 71 st Street, and Highway 126 from Main Street northward approximately 1,000 feet. Staff suggested ODOT consider a 5 MPH reduction of the speed limit on Main Street and a 10 MPH reduction on Highway 126 in accord with Council input. Based upon their investigation ODOT recommends retaining the existing posted speed limits.
ATTACHMENTS:	Attachment 1 – Main Street Speed Study Attachment 2 – Highway 126 Speed Study
DISCUSSION/ FINANCIAL IMPACT:	ODOT’s cover letter states that lowering the posted speed limit will not change current driver speeds because drivers will continue to drive speeds they feel fit the characteristics of the street. Absent vigorous and ongoing enforcement, drivers will not comply with a speed they determine as arbitrarily low.

In the Main Street segment studied 83% of crashes were rear-end or turning type which is typical of a suburban street. Most crashes listed the cause as following too close or for failure to yield right of way, neither of which is affected by reducing speed limits. The primary contributing factors to the pedestrian crashes include pedestrians not visible due to dark clothing where street lighting is limited, impaired pedestrians, and distracted drivers failing to yield to a traffic control device or failing to yield to a pedestrian crossing at a lawful location.

Speed is best managed by the design features of the street observable by drivers including horizontal and vertical curvature, number of lanes, lane width, perception of distant and lateral vistas and tunnel effects from features such as buildings, trees, etc., raised medians, intersection frequency and type, and type and culture of the street side activity and development. Several efforts are underway that will favorably affect street safety for pedestrians, cyclists, and vehicle occupants. The Main Street Corridor Vision Plan places great emphasis on using street design to create a “complete street” that fosters safety for each type of user. The City applied for traffic safety projects through the All Roads Transportation Safety (ARTS) program including adding street lights and adding a raised median. The Main McVay Transit Study is evaluating transit improvements which may include a raised median and roundabouts in lieu of several signalized intersections. ODOT and City completed a pedestrian safety study resulting in four pedestrian medians with rapid flashing beacons (RFB) that are in place at 35th Street, 41st Street, 44th Street, 51st Street, two more are expected at Chapman Ln., and 48th Street this summer. Also along Main Street a pedestrian hybrid beacon is proposed near 66th Street. ODOT installed reflectorized back plates on signal heads and added pedestrian crossing count down heads to all signals.

If an agency doesn’t concur with ODOT’s recommendations an appeal may be filed with the Speed Zone Review Panel. The panel is composed of the chair of the Transportation Safety Committee, traffic engineers appointed by League of Oregon Cities, Association of Oregon Counties, an ODOT engineer, and a State Police representative. The panel will conduct a hearing and consider public testimony and information provided by the agency and ODOT and will make a binding determination of the speed limit. The panel on occasion will alter the speed recommended by ODOT but generally adheres to their recommendation.



Speed Zone Request

To request a Speed Zone Investigation by ODOT personnel, City or County Engineering Department staff should complete this form and email it - with a map of the roadway - to:

ODOTSpeedZoning@odot.state.or.us

1. AGENCY NAME City of Springfield		2. DATE 5/7/15	
3. CONTACT NAME AND TITLE Brian Barnett, PE, PTOE, City Traffic Engineer		4. TELEPHONE NUMBER 541.726.3681	
5. E-MAIL ADDRESS bbarnett@springfield-or.gov		6. FAX NUMBER	
7. ADDRESS (POSTAL) 201 South 18th Street, Springfield OR 97477			
8. NAME OF ROADWAY Main Street			
9. FROM 200 ft. east of 19th Street		10. TO 250 ft. east of 54th Street	
11. REQUESTED SPEED - MPH 35	12. EXISTING POSTED SPEED - MPH 40	13. EXISTING SPEEDS OF ROADWAY 14a. ENTERING - MPH: 35/20	ABUTTING THIS SECTION 14b. EXITING - MPH: 45 existing, 40 proposed
15. AVERAGE DAILY TRAFFIC VOLUME 13600-19400		16. ROADWAY CLASSIFICATION: <input type="checkbox"/> LOCAL <input type="checkbox"/> COLLECTOR <input checked="" type="checkbox"/> ARTERIAL	
17. Speed recommendation from City or County Engineering Department (<i>required per ORS 810.180</i>): 35 MPH			
18. Reasons for this recommendation: Main Street is experiencing a marked increase in pedestrian and cyclist volume and conflicts with vehicles are also increasing resulting in numerous fatal and injury severity class A crashes. Much of the corridor is included in the SPIS inventory of high crash locations.			
19. Are curves in this section of roadway signed appropriately? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
20. Is the recommended speed consistent with the speeds of similar roadways in the surrounding area? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
21. Speed Recommendation from enforcement: 35 MPH			
22. Reasons for this recommendation: Numerous fatalities on Main Street over the last decade. Area is heavily congested with vehicle & pedestrian traffic.			
23. Are there special plans to enforce the proposed speed zoning? (explain): Springfield Police is adding overtime patrols to the area, plus the agency's Traffic Team will concentrate their resources to enforcing speed violations.			
24. Speed Recommendation from local residents: 25-40 MPH			
25. Reasons for this recommendation: Public response to the recent triple fatality of pedestrians varied in the range of 25 to 40 MPH with the preponderance of recommendations near 35 MPH.			
26. If more than one jurisdiction is involved, describe below (or furnish a map showing) where the city limits lines cross the roadway and where maintenance jurisdictional boundaries change. If there is more than one jurisdiction involved, this information must be furnished before the speed zone investigation can be done. N/A			

If you have questions on speed zones, contact the ODOT Traffic-Roadway Section in Salem at 986-3609, FAX 986-3749, or your local ODOT Region Traffic Office (see reverse for addresses).

When should speed zone investigations be requested? When traffic patterns have changed, development has occurred, crashes have increased, or requests have been received from a number of area residents or businesses.

Oregon law gives the State Department of Transportation the authority to establish speed zones on all roadways in Oregon. It also states that an engineering investigation will be done to determine what the appropriate speed should be (ORS 810.180).

The local roadway authority (the city or county) should perform a field review to determine the most reasonable beginning and ending points for the proposed speed zoning. Then the local roadway authority needs to complete this form and submit it to ODOT to request an investigation. If more than one jurisdiction is involved in the request, ODOT needs documentation from each that they both concur. This form facilitates the request by providing ODOT with the pertinent local information needed to complete the investigation.

Further speed zoning information may be obtained from your local ODOT Region Traffic Office at the address below:

Region 1

123 NW Flanders
Portland, OR 97209-4012
Tele: (503) 731-8200
FAX: (503) 731-8259

Region 2

Region 2 Tech Center
455 Airport Rd SE, Bldg A
Salem, OR 97301-4989
Tele: (503) 986-2990
FAX: (503) 986-2839

Region 3

3500 NW Stewart Parkway
Roseburg, OR 97470-1687
Tele: (541) 774-6335
FAX: (541) 957-3547

Region 4

63055 N. Hwy 97
PO Box 5309
Bend, OR 97708-5309
Tele: (541) 388-6189
FAX: (541) 388-6231

Region 5

3012 Island Avenue
La Grande, OR 97850-9497
Tele: (541) 963-3177
FAX (541) 963-9079



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3. CONTACT NAME AND TITLE Brian Barnett, PE, PTOE, City Traffic Engineer		4. TELEPHONE NUMBER 541.726.3681	
5. E-MAIL ADDRESS bbarnett@springfield-or.gov		6. FAX NUMBER	
7. ADDRESS (POSTAL) 201 South 18th Street, Springfield OR 97477			
8. NAME OF ROADWAY Main Street			
9. FROM 250 ft. east of 54th Street		10. TO 175 ft. east of South 71st Street	
11. REQUESTED SPEED - MPH 40	12. EXISTING POSTED SPEED - MPH 45	13. EXISTING SPEEDS OF ROADWAY ABUTTING THIS SECTION 14a. ENTERING - MPH: 40 14b. EXITING - MPH: 45 existing/ 35 proposed	
15. AVERAGE DAILY TRAFFIC VOLUME 11,800-24,200		16. ROADWAY CLASSIFICATION: <input type="checkbox"/> LOCAL <input type="checkbox"/> COLLECTOR <input checked="" type="checkbox"/> ARTERIAL	
17. Speed recommendation from City or County Engineering Department (<i>required per ORS 810.180</i>): 40 MPH			
18. Reasons for this recommendation: Main Street is experiencing a marked increase in pedestrian and cyclist volume and conflicts with vehicles are also increasing resulting in numerous fatal and injury severity class A crashes. Much of the corridor is included in the SPIS inventory of high crash locations.			
19. Are curves in this section of roadway signed appropriately? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
20. Is the recommended speed consistent with the speeds of similar roadways in the surrounding area? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
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23. Are there special plans to enforce the proposed speed zoning? (explain): Springfield Police is adding overtime patrols to the area, plus the agency's Traffic Team will concentrate their resources to enforcing speed violations.			
24. Speed Recommendation from local residents: 25-45 MPH			
25. Reasons for this recommendation: Public response to the recent triple fatality of pedestrians varied in the range of 25 to 45 MPH with the preponderance of recommendations near 40 MPH.			
26. If more than one jurisdiction is involved, describe below (or furnish a map showing) where the city limits lines cross the roadway and where maintenance jurisdictional boundaries change. If there is more than one jurisdiction involved, this information must be furnished before the speed zone investigation can be done. N/A			

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3012 Island Avenue
La Grande, OR 97850-9497
Tele: (541) 963-3177
FAX (541) 963-9079



Oregon

Kate Brown, Governor

Department of Transportation

Technical Leadership Center

4040 Fairview Industrial Drive SE

Salem, Oregon 97302

Phone: (503) 986-6625

November 20, 2015

TRA 7-2

Brian Barnett, Traffic Engineer
City of Springfield
Public Works Department
201 S 18th Street
Springfield, OR 97477-5241

Dear Brian,

As you requested, a speed zone investigation has been conducted on McKenzie Highway (Main Street) from 110 feet west of S. 20th Street (MP 2.96) to 175 feet east of S 71st Street (MP 7.84) (Request ID 7757). The report indicating the recommended speed zoning is enclosed.

In both investigated segments, the 85th percentile speeds determined by the investigations indicate that the current posted speeds are appropriate for the current characteristics of the roadway. Drivers' drive the speeds they do primarily based on their perceptions of what safe speeds are, based on the characteristics of the road. The 85% speed and the pace limits determined by the investigations show that the current posted speeds do now closely match drivers' perceptions of what is safe for this section of roadway. Lowering the posted speed would likely not change driver behavior; we would expect drivers would continue to drive the speeds they feel best fits the characteristics of the highway even when the speed they drive is in violation of the posted speed. This is contrary to the basis of speed zoning which starts with the precept that most drivers are reasonable.

In Section G, the 40 mph speed zone, six spot speed checks were taken and the results show the 85th percentile speed ranging from 42 mph to 45 mph with the segment combined values:

85th percentile speed = 43 mph
Computed speed = 41.27 mph (1.73 mph crash rate deduction)
Pace (contains the largest number of vehicles) = 35-44 mph
% in pace = 78%
% exceeding posted (40 mph) = 37%
% exceeding 35 mph = 85%

In Section H, the 45 mph speed zone, two spot speed checks were taken and the results show the 85th percentile speed ranging from 50 mph to 51 mph with the segment combined values:

85th percentile speed = 51 mph
Computed speed = 51 mph (no crash rate deduction)
Pace (contains the largest number of vehicles) = 42-51 mph
% in pace = 79%
% exceeding posted (45 mph) = 61%
% exceeding 40 mph = 95%

Crash history using data from January 1, 2011 to December 31, 2014 documents 398 crashes reported:

- 4 Fatal, 17 Severe Injury, 59 Moderate Injury, 130 Slight Injury and 188 Property Damage Only.
- Of the 398 crashes, 200 were rear-end and 131 were turning type, both of which are typical crashes on an urban/suburban segment.
- Most crashes listed the cause as Following Too Close and Failure to Yield Right of Way, which are not crashes that a speed reduction typically addresses.
- There have been about 100 crashes per year with 2014 having only 91; crashes have been decreasing the last few years (2011=84, 2012=119, 2013=104, 2014=91).

Over the last few years the following have been completed to improve safety in this area:

- The Main Street Pedestrian Study was completed about 2010 and included recommendations to help identify and suggest treatments to address safety concerns. Based on the study, four enhanced pedestrian crossings have recently been installed (51st in 2010, 44th in 2012 and 35th & 41st in 2014) with three more scheduled to be built (48th, 57th, Chapman). These were funded by ODOT Bike/Ped money.
- Changes at signalized intersections include adding reflectorized back plates, countdown pedestrian heads, and changing the "doghouse" signal head configuration to the Flashing Yellow Arrow (FYA) operation to allow use of more pedestrian safety features. These were funded by ODOT Maintenance.

The following items are being proposed through ARTS (All Roads Transportation Safety) funding to assist in changing the character of the road and improve safety: illumination along the corridor; installation of mid-block median in the 5-lane segment to better control movements into/from driveways; installation of left turn lanes and changing signal operations to protected/permmissive and use of more pedestrian features at signalized intersections; and installation of traffic separators to protect the left turn lanes and restrict left turns from minor streets.

Please let me know if the speed zone recommendation is acceptable. If it is, existing speed zoning will be retained. If it is not acceptable, the matter can be presented at the next Speed Zone Review Panel hearing held to decide contested speed zones.

Please provide a written response within 60 days after the date of this letter (by 1/20/2016).

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



Bob Pappe, PE, PLS
State Traffic-Roadway Engineer

Copy to:

Dorothy Upton, ODOT, Region 2 Traffic Engineer
Weldon Ryan, ODOT, Region 2 Speed Zone Investigator

KM/cwc



INTEROFFICE MEMO

DATE: October 13, 2015

TO: Bob Pappe, P. E. **File Code: SZ 15 – 1,2,3,4**
State Traffic / Roadway Engineer

FROM: Dorothy Upton, P.E. **(503) 986-5761**
Region 2 Traffic Engineer **Fax: (503) 986-2839**

SUBJECT: Speed Zone Investigation
MCKENZIE HIGHWAY ((OR 126) / (OR 126 BUS))
Pacific Highway W. (OR 99) (MP -0.32W) to
475 feet east of 75th Street (MP 8.26)
City of Eugene / City of Springfield / ODOT

Attached is one copy of a speed zone investigation on the McKenzie Highway ((OR 126) / (OR 126 BUS)) from Pacific Highway W. (OR 99) (MP -0.32W) to 475 feet east of 75th Street (MP 8.26). The investigation was requested by Brian Barnett, City Traffic Engineer, City of Springfield. They are requesting to lower the existing speed limit by 5 mph in the existing 40 mph and 45 mph zones between 110 feet west of S. 20th Street (MP 2.96) and 175 feet east of 71st Street (MP 7.84).

There are two investigated sections in this report. The first investigated section (Section G) is 3.67 miles in length and moderate business in density and culture. This section of road is currently posted at 40 mph. Six spot speed checks showed the average 85th percentile speed to be 43 mph. Seventy eight percent of the cars are traveling within the pace limits of 35 – 44 mph. There were 307 reported crashes and 258 injuries between 01/01/11 and 12/31/13. There were 104 reported crashes in 2013. The crash rate is 4.55 for 2013 and the state rate for an urban principal arterial is 2.82. In February 2015 there was a triple fatal involving three pedestrians at the signalized intersection of 54th Street.

The second investigated section (Section H) is 1.21 miles in length and moderate residential in density and culture. This section of road is currently posted at 45 mph. Two spot speed checks showed the average 85th percentile speed to be 51 mph. Seventy nine percent of the cars are traveling within the pace limits of 42 – 51 mph. There were 42 reported crashes and 38 injuries between 01/01/11 and 12/31/13. There were 12 in 2013. The crash rate is 2.30 for 2013 and the state rate for an urban principal arterial is 2.82.

After consideration of 85% Speed, culture, pace limits and requested speed our recommendation is to retain existing SZ Order J8329 dated December 30, 2009.

DU/WR

Traffic Engineering
RECOMMENDED FOR APPROVAL
 File No: 7757
 By: K. McConnell
 Date: 10/27/15

APPROVED 11/20/15
 [Signature]
 TRAFFIC ENGR.

OREGON DEPARTMENT OF TRANSPORTATION
 Report Of Speed Zone Investigation
MCKENZIE HIGHWAY ((OR 126) / (OR 126 BUS))
 From Pacific Highway W. (OR 99) (MP -0.32W) to 475 feet east of 75th Street (MP 8.26)
 City of Eugene / City of Springfield / OTC
 October 13, 2015

Recommendation: Retain existing SZ Order J8329 dated December 30, 2009.

<u>Section</u>	<u>MP</u>	<u>Existing</u>	<u>Recommended</u>
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Not Investigated

On McKenzie Highway Westbound (One Way)

A	From: Pacific Highway West (OR 99)	-0.32W	35 mph	35 mph <u>1/</u>
	To: 400 ft E. of Pacific Hwy West (OR 99)	-0.24W		
B	From: 400 ft E. of Pacific Hwy West (OR 99)	-0.24W	45 mph	45 mph <u>1/</u>
	To: 0.12 mile W. of Jenkins Dr.	0.20W		
	From: 0.12 mile W. of Jenkins Dr.	0.20W	45 mph	45 mph <u>3/</u>
	To: 450 ft W. of Jenkins Dr.	0.24W		
	From: 450 ft W. of Jenkins Dr.	0.24W	45 mph	45 mph <u>2/</u>
	To: Jenkins Drive	0.33W		

On McKenzie Highway Eastbound (One Way)

	From: Pacific Highway West (OR 99)	-0.06	45 mph	45 mph <u>1/</u>
	To: 0.12 mile W. of Jenkins Dr.	0.20		
	From: 0.12 mile W. of Jenkins Dr.	0.20	45 mph	45 mph <u>3/</u>
	To: 450 ft W. of Jenkins Dr.	0.24		
	From: 450 ft W. of Jenkins Dr.	0.24	45 mph	45 mph <u>2/</u>
	To: Jenkins Dr.	0.33		

On Franklin Boulevard (Two Way)

	From: Jenkins Dr.	0.33	45 mph	45 mph <u>2/</u>
	To: 200 ft E. of Jenkins Dr.	0.37		
C	From: 200 ft E. of Jenkins Dr.	0.37	35 mph	35 mph <u>2/</u>
	To: Brooklyn St.	1.08		
	From: Brooklyn St.	1.08	35 mph	35 mph <u>3/</u>
	To: 220 ft E. of Brooklyn St.	1.12		

On Franklin Boulevard Westbound (One Way)

	From: 220 ft E. of Brooklyn St.	1.12W	35 mph	35 mph <u>3/</u>
	To: McVay Highway (OR 225)	1.19W		

On McKenzie Highway Westbound (One Way)

From: McVay Highway (OR 225) 1.19W 35 mph 35 mph 3/
To: 300 ft W. of Mill St. 1.47W

On McKenzie Highway Westbound (One Way)

D From: 300 ft W. of Mill St. 1.47W 20 mph 20 mph 3/
To: 50 ft E. of 11th St. 2.21W

E From: 50 ft E. of 11th St. 2.21W 30 mph 30 mph 3/
To: 110 ft W. of S. 20th St. 2.95W

On Franklin Boulevard Eastbound (One Way)

F From: 220 ft E. of Brooklyn St. 1.12 35 mph 35 mph 3/
To: McVay Highway (OR 225) 1.19

On McKenzie Highway Eastbound (One Way)

From: McVay Highway (OR 225) 1.19 35 mph 35 mph 3/
To: 420 ft W. of Mill St. 1.42

On S. "A" St. Eastbound (One Way)

From: 420 ft W. of Mill St. 1.42 35 mph 35 mph 3/
To: 110 ft W. of S. 20th St. 2.96

Investigated

On Main St. (Two Way)

G From: 110 ft W. of S. 20th St. 2.96 40 mph 40 mph 3/ 4/
To: 160 ft W. of 60th Pl. 6.63

H From: 160 ft W. of 60th Pl. 6.63 45 mph 45 mph 3/
To: 175 ft E. of 71st St. 7.84

Not Investigated

H From: 175 ft E. of 71st St. 7.84 45 mph 45 mph 3/
To: 320 ft E. of 75th St. 8.23

On McKenzie Highway (Two Way)

From: 320 ft E. of 75th St. 8.23 45 mph 45 mph 3/
To: 475 ft E. of 75th St. 8.26

- 1/ OTC road authority; City of Eugene interested jurisdiction
- 2/ OTC road authority
- 3/ OTC road authority; City of Springfield interested jurisdiction
- 4/ Beginning milepost = MP 2.95 Westbound

Historical Background:

Investigation requested by: Brian Barnett, City Traffic Engineer, City of Springfield.

Requested Speed: 35 mph/40 mph

Previous Action: Existing SZ Order J8329 dated December 30, 2009.
Attachment 1, Page 10 of 51

<u>Investigation:</u>	<u>Section G</u>	<u>Section H</u>
Section Length	3.67 mile	1.21 mile
85% Speed	43 mph	51 mph
2013 Accident Rate*	4.55	2.30
2013 Average Daily Traffic	17058	11800
Culture Type & Density	Moderate Business	Moderate Residential
Horizontal Alignment	0 curves	0 curves
Vertical Alignment	Mostly level	Mostly level
Curve Signs & Speed Rider	None	None
Existing Posted Speed	40 mph	45 mph
Recommended Speed	40 mph	45 mph

Roadway Data

Surface	Bituminous	Bituminous
Width (FL to FL)	56' – 93'	55' – 74'
Lanes	5 <u>4</u> /	5 <u>4</u> /
Parking	Prohibited	Prohibited
Shoulders	5' – 7' BL	5'BL
Intersecting Streets	49	13
Paved	49	13
Stopped	42	12
Signalized	7	1
Pedestrian	82	4
Bikes	23	2

Accident Data:

Study Period	1/1/2011 – 12/31/2013	1/1/2011 – 12/31/2013
Total Accidents	307	42
Injuries	258	38
Fatalities	2	2
2013 Accidents	104	12
2013 Accident Rate (R)*	4.55	2.30
2013 State Rate (r) <u>1</u> /	2.82	2.82
Deviation (R-r)	1.73	-

Spot Speed Data:

85% Speed	43 mph	51 mph
Pace Limits <u>2</u> /	35 – 44 mph	42 – 51 mph
% in Pace	78%	79%
Maximum Speed	55 mph	61 mph
Posted Speed	40 mph	45 mph
% Exceeding Posted Speed	37%	61%
Computed Speed <u>3</u> /	41.27 mph	51 mph
Recommended Speed	40 mph	45 mph

1/ Urban Principal Arterial - Other

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

3/ 85% Speed minus deviation

4/ 2 lanes each direction, full CTL, partial LTL and RTL

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

SPEED ZONE INVESTIGATION MCKENZIE HIGHWAY (OR 126) (OR 126 BUS) CITY OF SPRINGFIELD / CITY OF EUGENE / OTC

RECOMMENDED

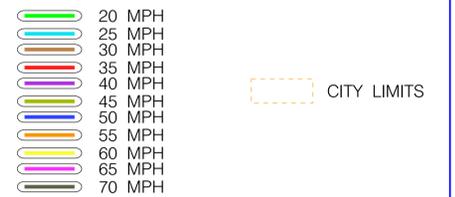


EXISTING

SCALE



LEGEND



TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



1. Looking east from 160 feet west of S 20th Street.



2. Looking west from 160 feet west of S 20th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



3. Looking east from 160 feet east of S 23rd Street.



4. Looking west from 160 feet east of S 23rd Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



5. Looking east from 100 feet east of s 28th Street.



6. Looking west from 100 feet east of s 28th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



7. Looking east from 100 feet east of 30th Street.



8. Looking west from 25 feet east of 30th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



9. Looking east from 300 feet east of 34th Street.



10. Looking west from 300 feet east of 34th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



11. Looking east from 25 feet east of 38th Street.



12. Looking west from 25 feet east of 38th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



13. Looking east from 100 feet west of 41st Street.



14. Looking west from 25 feet west of 41st Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



15. Looking east from 200 feet east of 42nd Street.



16. Looking west from 200 feet east of 42nd Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



17. Looking east from 250 feet east of S 44th Street.



18. Looking west from 300 feet east of S 44th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



19. Looking east from 200 feet east of s 47th Street.



20. Looking west from 200 feet east of s 47th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



21. Looking east from 150 feet east of 49th Street.



22. Looking west from 150 feet east of 49th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



23. Looking east from 150 feet east of S 51st Place.



24. Looking west from 150 feet east of S 51st Place.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



25. Looking east from 100 feet east of S 53rd Street.



26. Looking west from 100 feet east of S 53rd Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



27. Looking east from 100 feet west of N 54th Street.



28. Looking west from 100 feet west of N 54th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



29. Looking east from 150 feet west of Bob Straub Parkway.



30. Looking west from 150 feet west of Bob Straub Parkway.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



31. Looking east from 150 feet west of S 58th Street.



32. Looking west from 150 feet west of S 58th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



33. Looking east from 125 feet west of 60th Place.



34. Looking west from 60th Place.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



35. Looking east from 300 feet west of 62nd Place.



36. Looking west from 300 feet west of 62nd Place.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



37. Looking east from 100 feet west of S 63rd Street.



38. Looking west from 100 feet west of S 63rd Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



39. Looking east from 200 feet east of Mountain Gate Road.



40. Looking west from 200 feet east of Mountain Gate Road.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



41. Looking east from 200 feet west of 65th Place.



42. Looking west from 200 feet west of 65th Place.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



43. Looking east from 250 feet east of 66th Street.



44. Looking west from 250 feet east of 66th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



45. Looking east from 68th Street.



46. Looking west from 68th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



47. Looking east from 100 feet east of 69th Street.



48. Looking west from 100 feet east of 69th Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



49. Looking east from 50 feet west of 71st Street.



50. Looking west from 50 feet west of 71st Street.

TYPICAL VIEWS
MCKENZIE HIGHWAY (OR 126) / (OR 126 BUS)
CITY OF EUGENE / CITY OF SPRINGFIELD / ODOT
August 13, 2015



51. Looking east from 100 feet east of S 72nd Street.



52. Looking west from 100 feet east of S 72nd Street.

10/07/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 015 ALL ROAD TYPES, MP 2.96 to 6.63 01/01/2011 to 12/31/2013, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
ANGLE	0	2	1	3	0	2	1	1	2	2	1	3	0	0
FIXED / OTHER OBJECT	0	1	2	3	0	1	0	2	1	0	3	1	0	3
PEDESTRIAN	0	4	0	4	0	6	0	4	0	1	3	3	1	0
REAR-END	0	25	29	54	0	36	1	43	10	40	14	24	19	0
SIDESWIPE - MEETING	0	2	0	2	0	2	0	2	0	2	0	0	1	0
SIDESWIPE - OVERTAKING	0	0	2	2	0	0	0	2	0	2	0	1	0	0
TURNING MOVEMENTS	0	19	17	36	0	30	0	29	6	27	9	24	0	1
YEAR 2013 TOTAL	0	53	51	104	0	77	2	83	19	74	30	56	21	4
YEAR: 2012														
ANGLE	0	1	1	2	0	3	0	1	1	2	0	2	0	0
FIXED / OTHER OBJECT	0	2	6	8	0	2	0	8	0	6	2	4	0	8
MISCELLANEOUS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
PEDESTRIAN	0	2	0	2	0	2	0	2	0	1	1	0	0	0
REAR-END	0	39	24	63	0	72	0	50	13	57	6	21	15	0
SIDESWIPE - OVERTAKING	0	2	3	5	0	3	0	3	2	5	0	0	2	0
TURNING MOVEMENTS	0	18	20	38	0	30	1	22	15	32	6	20	1	1
YEAR 2012 TOTAL	0	64	55	119	0	112	2	87	31	104	15	48	18	9
YEAR: 2011														
ANGLE	0	4	0	4	0	5	0	3	1	1	3	4	0	0
BACKING	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	0	0	1
HEAD-ON	1	1	2	4	1	3	1	4	0	4	0	0	0	0
MISCELLANEOUS	0	0	1	1	0	0	0	1	0	0	1	0	0	0
PEDESTRIAN	1	2	0	3	1	2	0	3	0	2	1	1	0	1

10/07/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 015 ALL ROAD TYPES, MP 2.96 to 6.63 01/01/2011 to 12/31/2013, Both Add and Non-Add mileage

COLLISION TYPE	FATAL	NON-	PROPERTY	TOTAL	PEOPLE	PEOPLE	TRUCKS	DRY	WET	DAY	DARK	INTER-	INTER-	OFF-
	CRASHES	FATAL	DAMAGE	CRASHES	KILLED	INJURED		SURF	SURF			SECTION	SECTION	
REAR-END	0	25	20	45	0	41	0	37	8	36	9	14	3	0
SIDESWIPE - OVERTAKING	0	1	3	4	0	1	0	4	0	3	1	0	2	1
TURNING MOVEMENTS	0	12	9	21	0	16	1	11	10	14	7	12	0	1
YEAR 2011 TOTAL	2	46	36	84	2	69	2	65	19	61	23	31	5	4
FINAL TOTAL	2	163	142	307	2	258	6	235	69	239	68	135	44	17

10/07/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

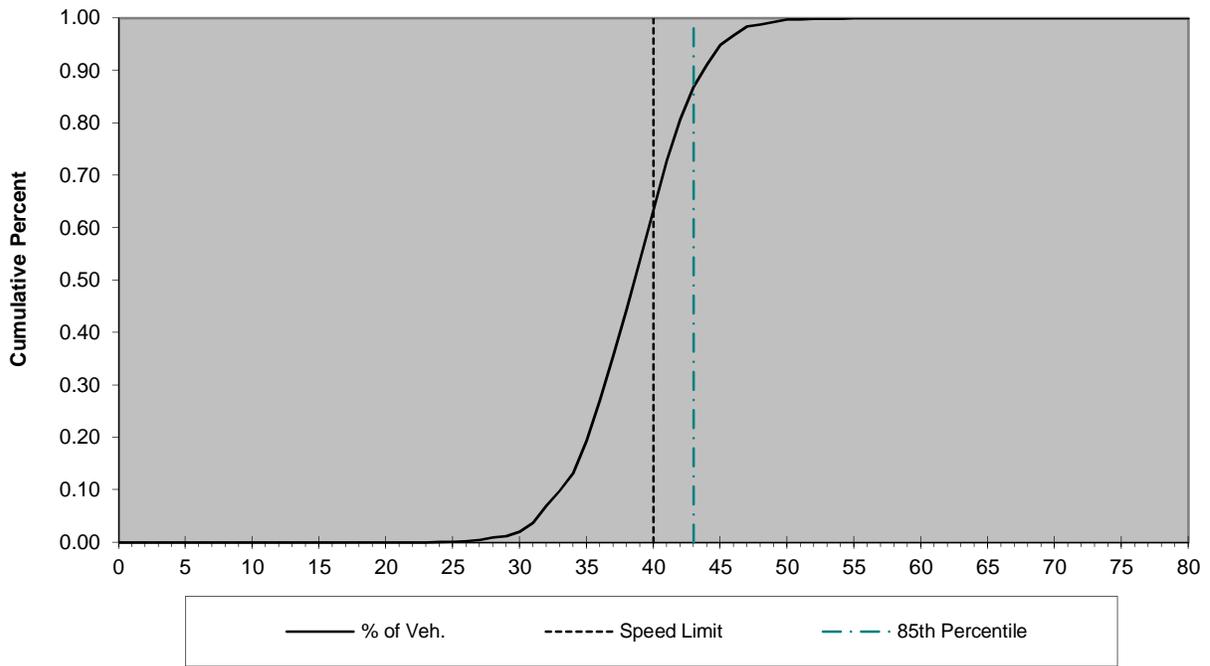
Highway 015 ALL ROAD TYPES, MP 6.64 to 7.84 01/01/2011 to 12/31/2013, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
BACKING	0	1	0	1	0	1	0	1	0	1	0	0	0	0
PEDESTRIAN	0	4	0	4	0	4	0	1	3	1	3	1	2	0
REAR-END	0	1	1	2	0	2	0	2	0	2	0	2	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	0	1	0	0	0
TURNING MOVEMENTS	0	1	2	3	0	1	0	2	1	2	1	3	0	0
YEAR 2013 TOTAL	0	7	5	12	0	8	0	8	4	6	6	7	2	0
YEAR: 2012														
REAR-END	0	5	0	5	0	8	0	4	1	4	1	1	1	0
SIDESWIPE - OVERTAKING	0	0	2	2	0	0	0	1	1	1	1	0	0	0
TURNING MOVEMENTS	0	6	1	7	0	10	0	6	1	3	4	7	0	0
YEAR 2012 TOTAL	0	11	3	14	0	18	0	11	3	8	6	8	1	0
YEAR: 2011														
ANGLE	1	0	0	1	1	0	0	1	0	1	0	1	0	0
BACKING	0	1	0	1	0	1	0	1	0	1	0	0	1	0
FIXED / OTHER OBJECT	0	2	0	2	0	2	0	1	1	1	1	0	0	2
MISCELLANEOUS	0	0	1	1	0	0	0	0	1	1	0	0	0	0
REAR-END	0	1	3	4	0	1	0	2	2	3	1	3	0	0
TURNING MOVEMENTS	1	5	1	7	1	8	0	6	1	7	0	6	0	0
YEAR 2011 TOTAL	2	9	5	16	2	12	0	11	5	14	2	10	1	2
FINAL TOTAL	2	27	13	42	2	38	0	30	12	28	14	25	4	2

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 submittal 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 requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Oregon Department of Transportation

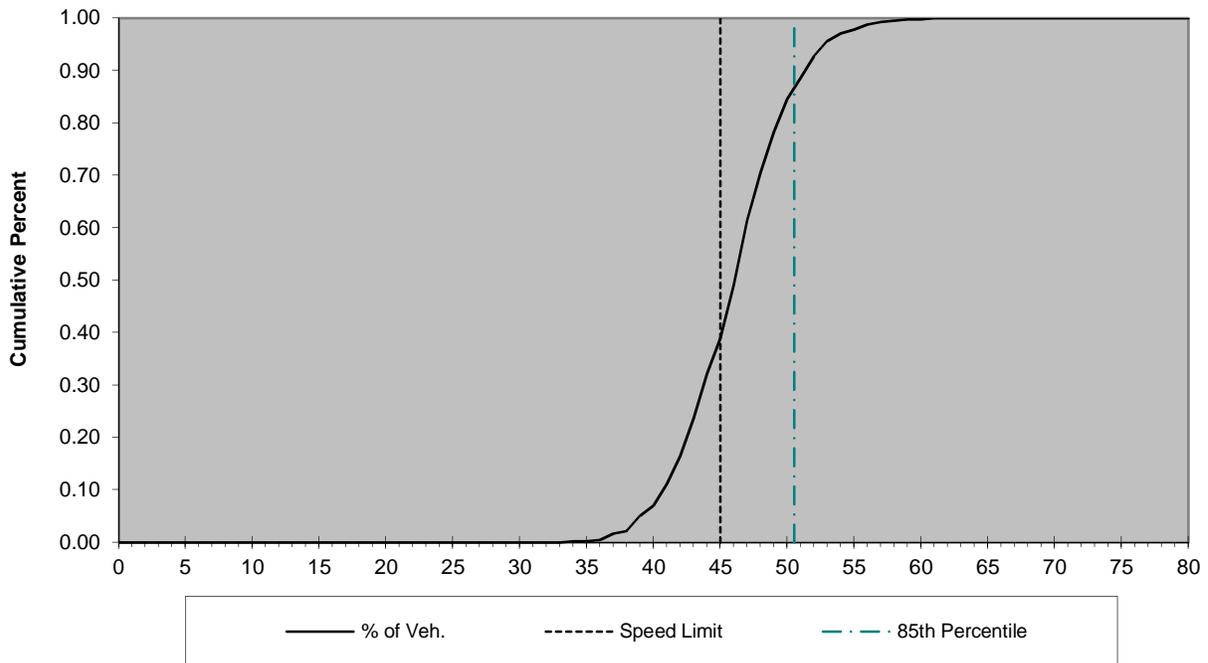
Roadway: McKenzie Hwy Date: Various
 City: Springfield Time: Various
 County: Location: Various Weather: Various
 COMBINED SECTION G
 Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	630	1231	601
85th % Speed	43	43	43
Pace Limits	34 - 43	35 - 44	35 - 44
% In Pace	78%	78%	78%
Mean Speed	38.82	38.99	39.16
Median Speed	39	39.5	40
Std. Dev.	4.06	4.17	4.28
Max Speed	52	55	55
Posted Speed	40	40	40
% Exceeding Posted	34%	37%	40%

Oregon Department of Transportation

Roadway: McKenzie Hwy Date: Various
 City: Springfield Time: Various
 County: Location: Various Weather: Various
 COMBINED SECTION H
 Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	203	414	211
85th % Speed	51	51	50
Pace Limits	42 - 51	42 - 51	41 - 50
% In Pace	80%	79%	77%
Mean Speed	46.70	46.48	46.27
Median Speed	47	47	47
Std. Dev.	4.07	4.15	4.22
Max Speed	61	61	58
Posted Speed	45	45	45
% Exceeding Posted	62%	61%	60%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/8/2015

City: Springfield

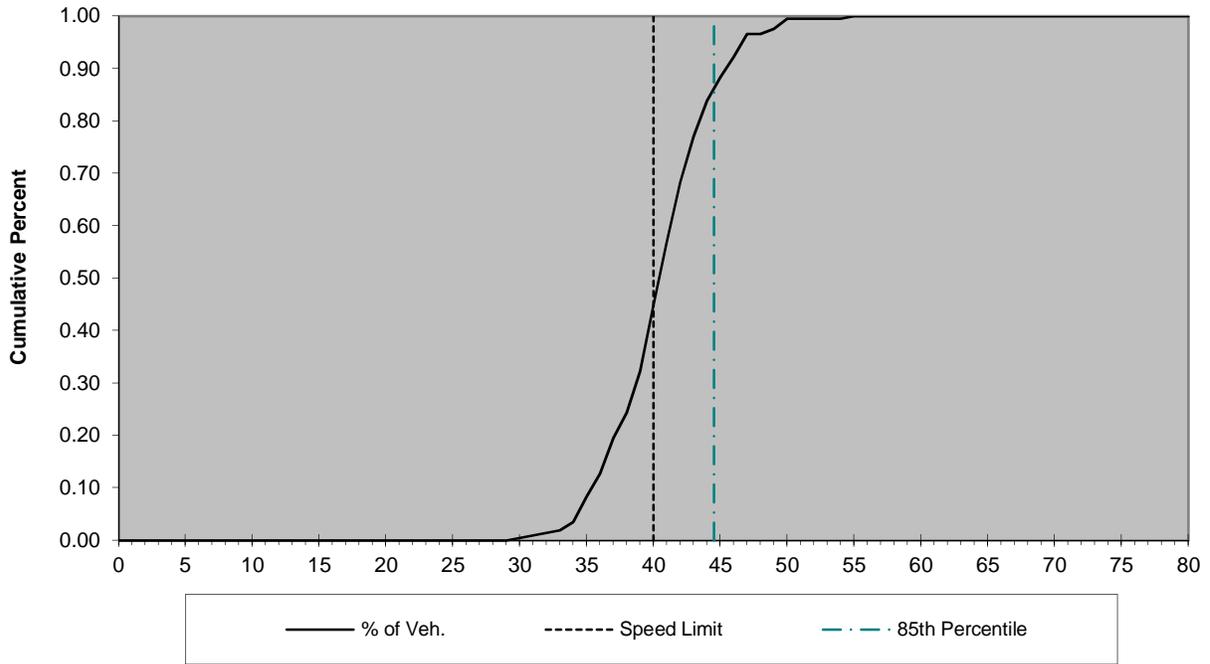
Time: 1:25 PM - 2:10 PM

County:

Location: @ S 46TH ST

Weather: SUNNY

Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	95	205	110
85th % Speed	45	45	44
Pace Limits	37 - 46	36 - 45	35 - 44
% In Pace	83%	82%	80%
Mean Speed	41.39	40.98	40.56
Median Speed	41	41	41
Std. Dev.	3.52	3.86	4.11
Max Speed	50	55	55
Posted Speed	40	40	40
% Exceeding Posted	60%	55%	51%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/8/2015

City: Springfield

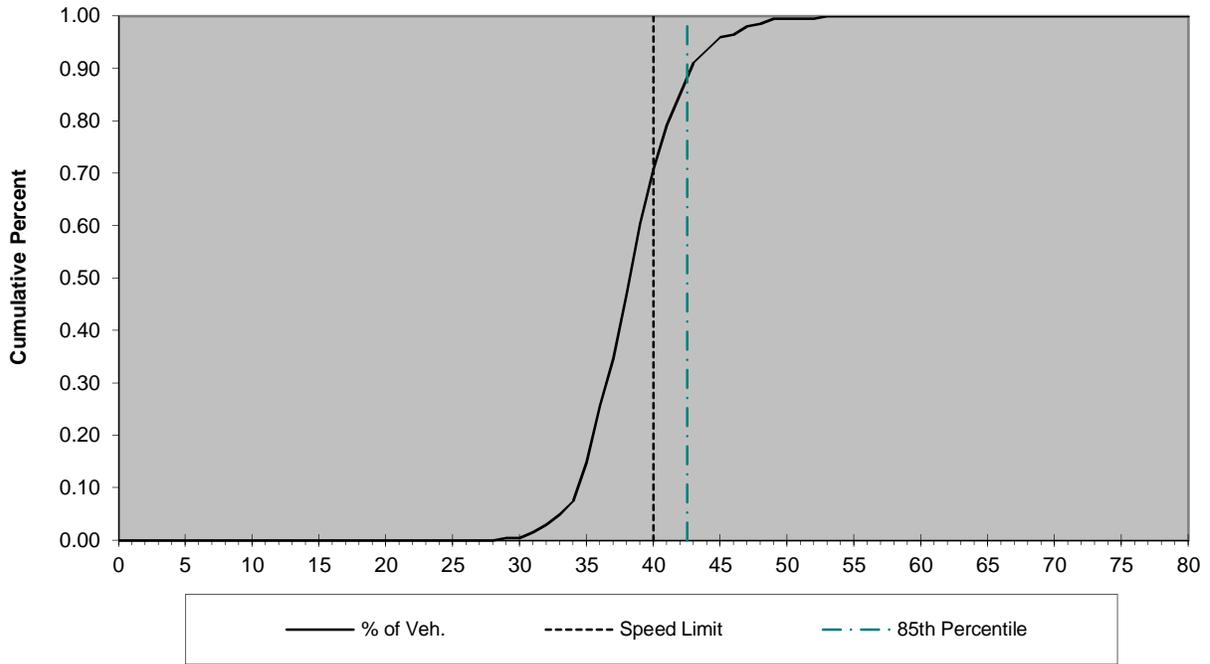
Time: 12:02 PM - 1:10 PM

County:

Location: 100 E 41ST ST

Weather: SUNNY

Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	111	202	91
85th % Speed	42	43	43
Pace Limits	34 - 43	34 - 43	34 - 43
% In Pace	88%	86%	84%
Mean Speed	39.05	38.91	38.77
Median Speed	39	38.5	38
Std. Dev.	3.29	3.59	3.93
Max Speed	49	53	53
Posted Speed	40	40	40
% Exceeding Posted	29%	29%	30%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/1/2015

City: Springfield

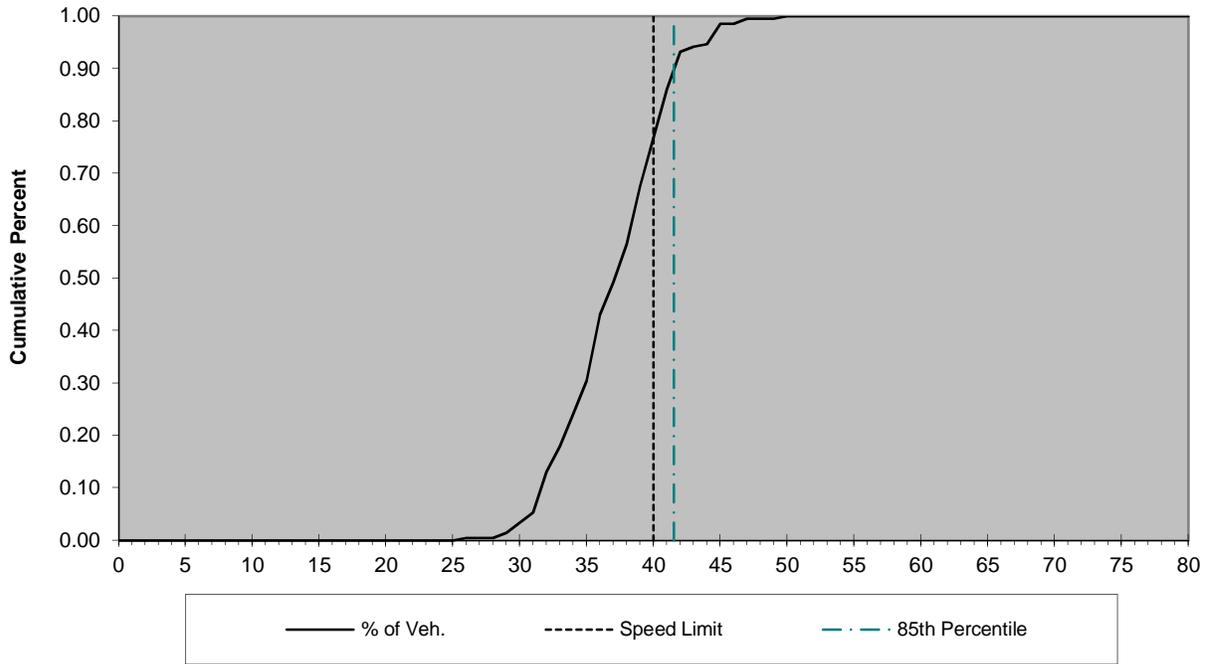
Time: 2:30 PM - 3:12 PM

County:

Location: 200 E S 34TH

Weather: OVERCAST

Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	106	207	101
85th % Speed	41	42	42
Pace Limits	32 - 41	33 - 42	33 - 42
% In Pace	87%	82%	77%
Mean Speed	36.92	37.47	38.02
Median Speed	37	38	39
Std. Dev.	3.60	3.98	4.29
Max Speed	45	50	50
Posted Speed	40	40	40
% Exceeding Posted	16%	23%	31%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/1/2015

City: Springfield

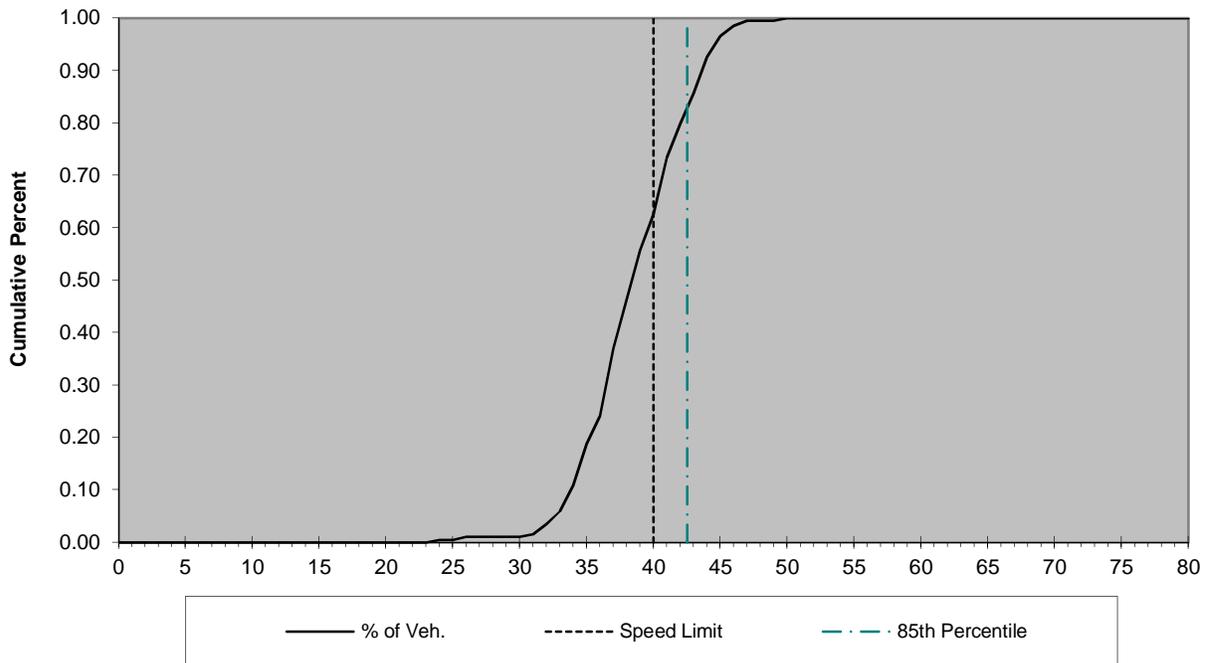
Time: 12:45 PM - 1:45 PM

County:

Location: 200 E S 22ND ST

Weather: LT RAIN

Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	90	203	113
85th % Speed	41	43	44
Pace Limits	33 - 42	34 - 43	35 - 44
% In Pace	84%	84%	84%
Mean Speed	37.91	38.92	39.92
Median Speed	38	39	40
Std. Dev.	3.88	3.89	3.67
Max Speed	47	50	50
Posted Speed	40	40	40
% Exceeding Posted	27%	36%	46%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/18/2015

City: Springfield

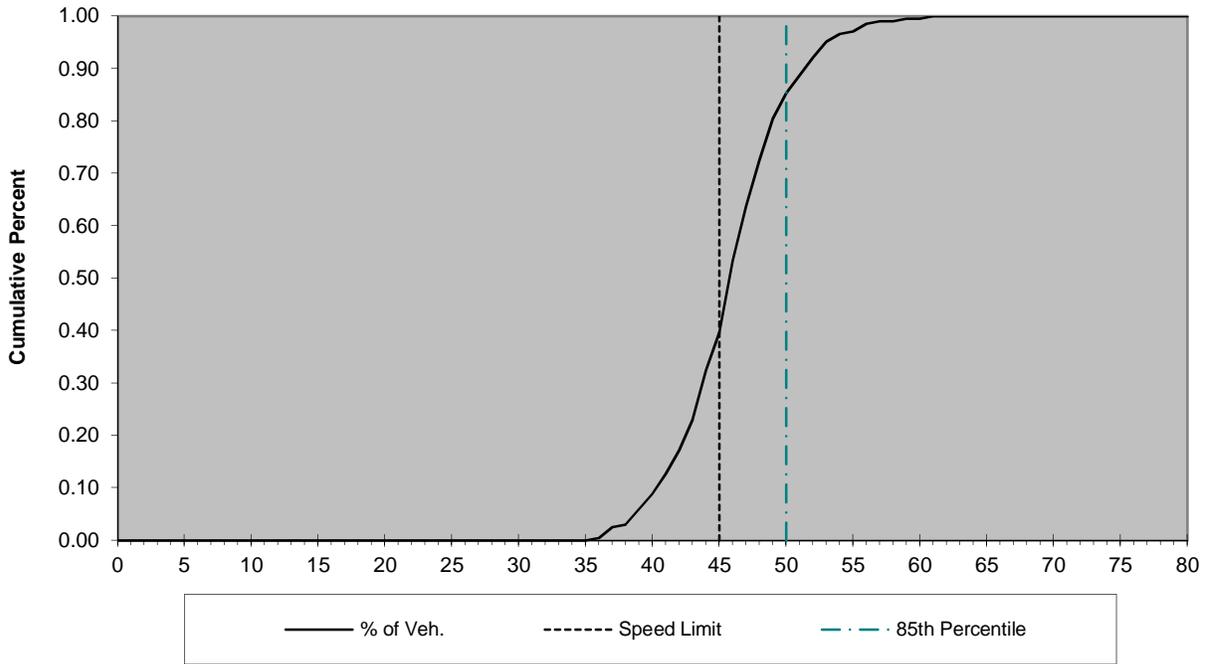
Time: 1:50 PM - 2:50 PM

County:

Location: @ 68TH ST

Weather: SUNNY

Direction of Travel: E-W



	MPH E	Averaged	MPH -W
# of Vehicles	110	204	94
85th % Speed	49	50	51
Pace Limits	40 - 49	42 - 51	43 - 52
% In Pace	77%	80%	83%
Mean Speed	45.66	46.40	47.13
Median Speed	46	46.5	47
Std. Dev.	4.27	4.28	4.19
Max Speed	57	61	61
Posted Speed	45	45	45
% Exceeding Posted	56%	61%	65%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/18/2015

City: Springfield

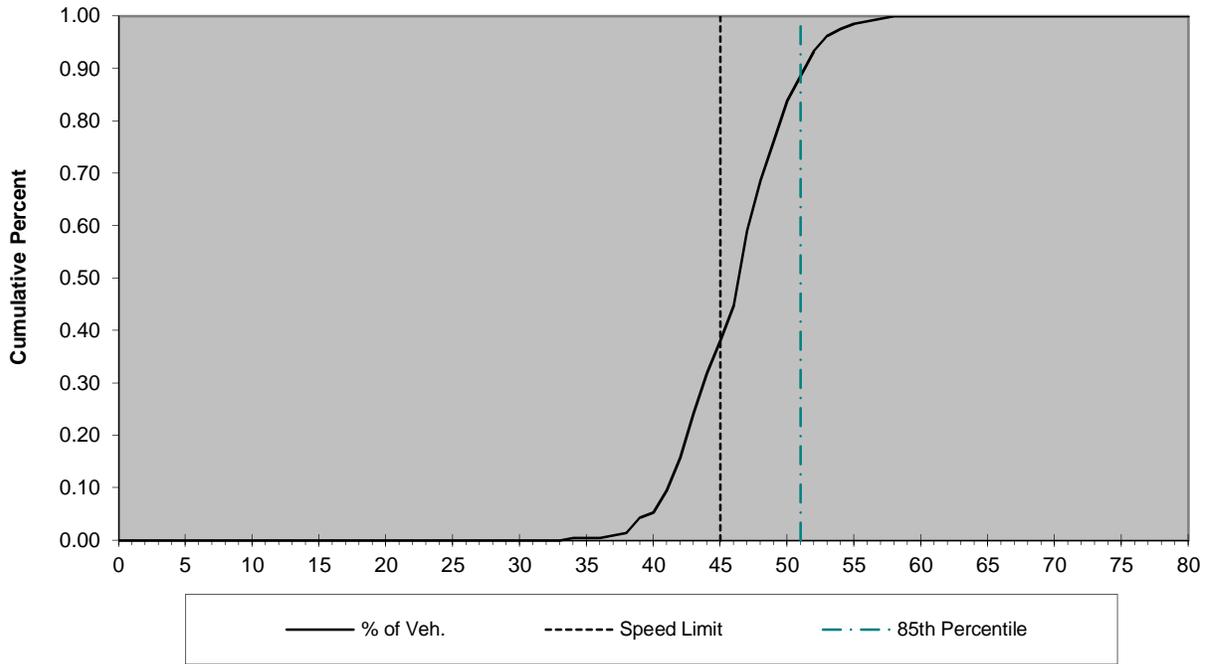
Time: 12:25 PM -1:10 PM

County:

Location: @ S 63RD ST

Weather: SUNNY

Direction of Travel: W-E



	MPH W	Averaged	MPH -E
# of Vehicles	109	210	101
85th % Speed	51	51	51
Pace Limits	42 - 51	43 - 52	43 - 52
% In Pace	82%	80%	78%
Mean Speed	46.33	46.63	46.93
Median Speed	47	47	47
Std. Dev.	3.95	4.02	4.09
Max Speed	56	58	58
Posted Speed	45	45	45
% Exceeding Posted	60%	62%	64%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/16/2015

City: Springfield

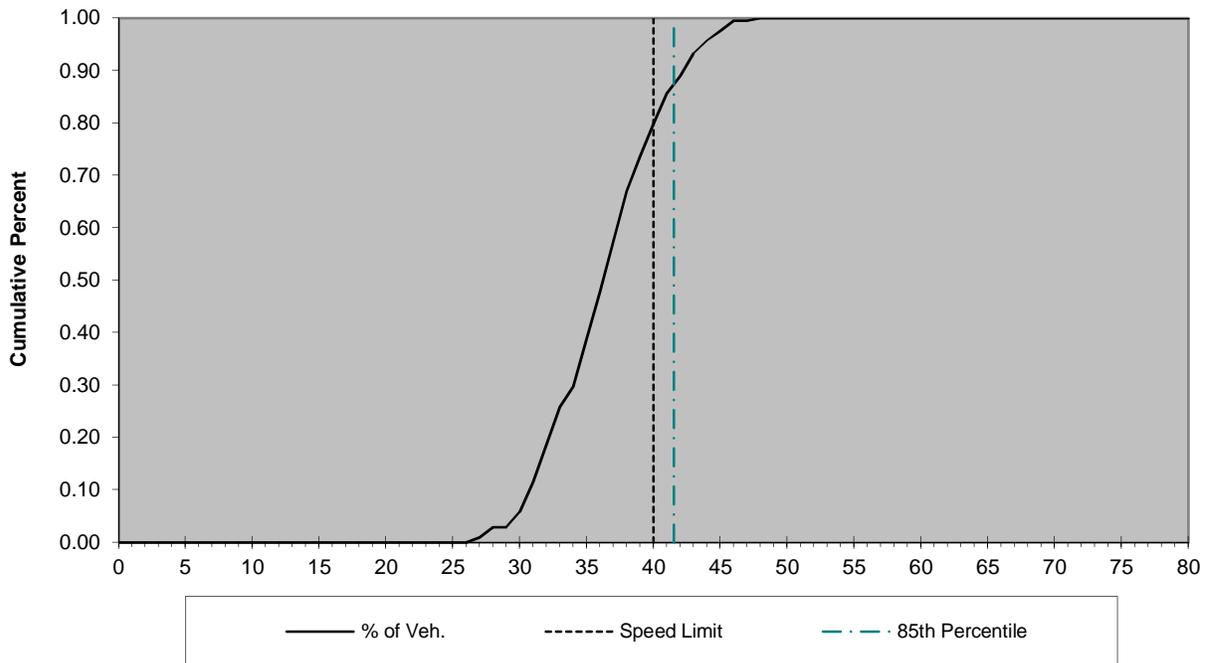
Time: 12:40 PM - 3:30 PM

County:

Location: 300 W BOB STRAUB

Weather: LT CLOUDS

Direction of Travel: E-W



	MPH E	Averaged	MPH -W
# of Vehicles	84	209	125
85th % Speed	41	42	42
Pace Limits	32 - 41	32 - 41	31 - 40
% In Pace	77%	76%	75%
Mean Speed	36.14	36.67	37.19
Median Speed	36	37	38
Std. Dev.	4.35	4.30	4.23
Max Speed	48	48	46
Posted Speed	40	40	40
% Exceeding Posted	20%	20%	20%

Oregon Department of Transportation

Roadway: McKenzie Hwy

Date: 6/9/2015

City: Springfield

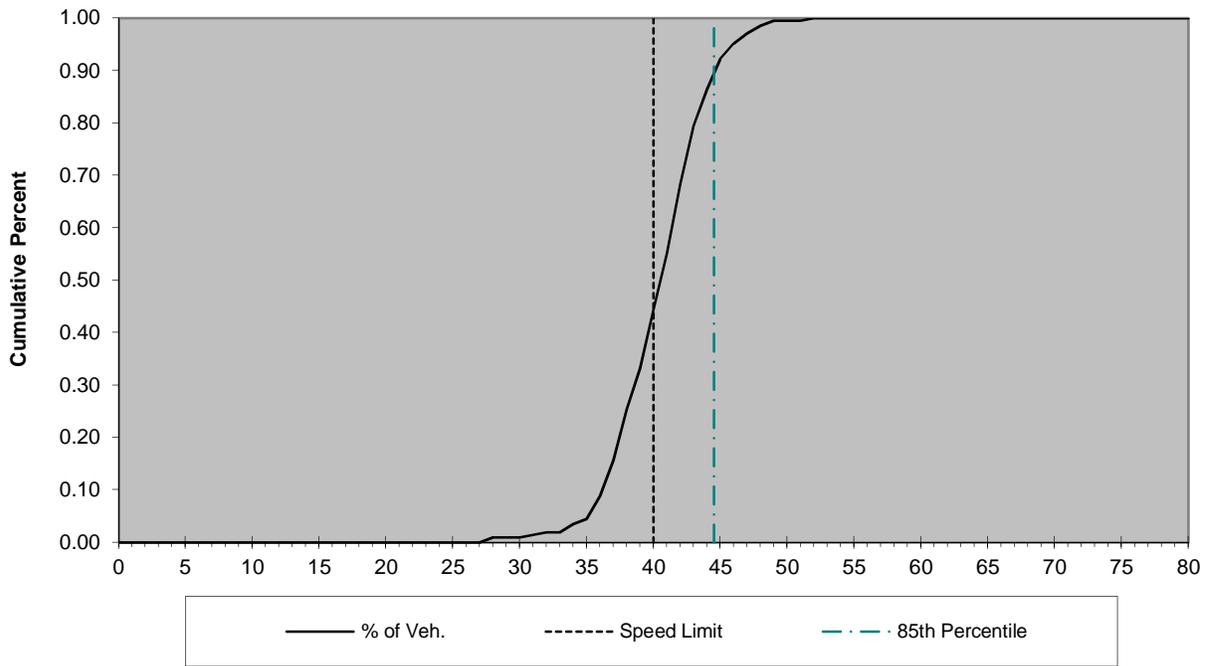
Time: 1:22 PM - 2:12 PM

County:

Location: 200 W S 50TH PL

Weather: LT CLOUDS

Direction of Travel: E-W



	MPH E	Averaged	MPH -W
# of Vehicles	102	205	103
85th % Speed	44	45	45
Pace Limits	36 - 45	36 - 45	36 - 45
% In Pace	86%	88%	89%
Mean Speed	40.77	40.86	40.94
Median Speed	41	41	41
Std. Dev.	3.67	3.55	3.46
Max Speed	49	52	52
Posted Speed	40	40	40
% Exceeding Posted	56%	56%	55%



Speed Zone Request

To request a Speed Zone Investigation by ODOT personnel, City or County Engineering Department staff should complete this form and email it - with a map of the roadway - to:

ODOTSpeedZoning@odot.state.or.us

1. AGENCY NAME City of Springfield		2. DATE 5/7/15	
3. CONTACT NAME AND TITLE Brian Barnett, PE, PTOE, City Traffic Engineer		4. TELEPHONE NUMBER 541.726.3681	
5. E-MAIL ADDRESS bbarnett@springfield-or.gov		6. FAX NUMBER	
7. ADDRESS (POSTAL) 201 South 18th Street, Springfield OR 97477			
8. NAME OF ROADWAY Eugene – Springfield Highway No. 227 (OR126)			
9. FROM Main Street		10. TO 950 ft. north of Main Street	
11. REQUESTED SPEED - MPH 45	12. EXISTING POSTED SPEED - MPH 55	13. EXISTING SPEEDS OF ROADWAY ABUTTING THIS SECTION 14a. ENTERING - MPH: 45 14b. EXITING - MPH: 55 existing/ 40 proposed	
15. AVERAGE DAILY TRAFFIC VOLUME 19,800		16. ROADWAY CLASSIFICATION: <input type="checkbox"/> LOCAL <input type="checkbox"/> COLLECTOR <input checked="" type="checkbox"/> ARTERIAL	
17. Speed recommendation from City or County Engineering Department (<i>required per ORS 810.180</i>): 45 MPH 18. Reasons for this recommendation: Main Street is experiencing a marked increase in pedestrian and cyclist volume and conflicts with vehicles are also increasing resulting in numerous fatal and injury severity class A crashes. A large radius exit ramp to Main Street westbound channels high speed expressway traffic into Main Street with high volume left turns occurring at commercial driveways and into a nearby traffic signal.			
19. Are curves in this section of roadway signed appropriately? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO 20. Is the recommended speed consistent with the speeds of similar roadways in the surrounding area? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
21. Speed Recommendation from enforcement: 45 MPH 22. Reasons for this recommendation: Slow traffic from expressway speed of 55 prior to entering Main Street which is recommended to be 40 mph. Numerous fatalities on Main Street over the last decade. Area is heavily congested with vehicle & pedestrian traffic.			
23. Are there special plans to enforce the proposed speed zoning? (explain): Springfield Police is adding overtime patrols to the area, plus the agency's Traffic Team will concentrate their resources to enforcing speed violations.			
24. Speed Recommendation from local residents: 35-55 MPH 25. Reasons for this recommendation: Public response to the recent triple fatality of pedestrians varied in the range of 35 to 55 MPH with the preponderance of recommendations near 45 MPH.			
26. If more than one jurisdiction is involved, describe below (or furnish a map showing) where the city limits lines cross the roadway and where maintenance jurisdictional boundaries change. If there is more than one jurisdiction involved, this information must be furnished before the speed zone investigation can be done. N/A			

If you have questions on speed zones, contact the ODOT Traffic-Roadway Section in Salem at 986-3609, FAX 986-3749, or your local ODOT Region Traffic Office (see reverse for addresses).

When should speed zone investigations be requested? When traffic patterns have changed, development has occurred, crashes have increased, or requests have been received from a number of area residents or businesses.

Oregon law gives the State Department of Transportation the authority to establish speed zones on all roadways in Oregon. It also states that an engineering investigation will be done to determine what the appropriate speed should be (ORS 810.180).

The local roadway authority (the city or county) should perform a field review to determine the most reasonable beginning and ending points for the proposed speed zoning. Then the local roadway authority needs to complete this form and submit it to ODOT to request an investigation. If more than one jurisdiction is involved in the request, ODOT needs documentation from each that they both concur. This form facilitates the request by providing ODOT with the pertinent local information needed to complete the investigation.

Further speed zoning information may be obtained from your local ODOT Region Traffic Office at the address below:

Region 1

123 NW Flanders
Portland, OR 97209-4012
Tele: (503) 731-8200
FAX: (503) 731-8259

Region 2

Region 2 Tech Center
455 Airport Rd SE, Bldg A
Salem, OR 97301-4989
Tele: (503) 986-2990
FAX: (503) 986-2839

Region 3

3500 NW Stewart Parkway
Roseburg, OR 97470-1687
Tele: (541) 774-6335
FAX: (541) 957-3547

Region 4

63055 N. Hwy 97
PO Box 5309
Bend, OR 97708-5309
Tele: (541) 388-6189
FAX: (541) 388-6231

Region 5

3012 Island Avenue
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Oregon

Kate Brown, Governor

Department of Transportation
Technical Leadership Center
4040 Fairview Industrial Drive SE
Salem, Oregon 97302
Phone: (503) 986-6625

November 20, 2015

TRA 7-2

Brian Barnett, Traffic Engineer
City of Springfield
Public Works Department
201 S 18th Street
Springfield, OR 97477-5241

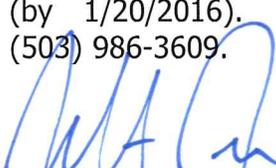
Dear Brian,

As you requested, a speed zone investigation has been conducted on Eugene-Springfield Highway (OR126) from 0.19 mile north of McKenzie Highway (Main Street) (MP 9.78) to McKenzie Highway (Main Street) (MP 9.97) (Request ID 7758). This request was made in conjunction with a request for speed zone investigation on the McKenzie Highway (Main Street)(Request ID 7757). The report for the McKenzie Highway investigation is being sent under separate cover. A copy of the report indicating the recommended speed zoning on the Eugene-Springfield Highway is enclosed.

Although we are not recommending a lower speed for the subject area, the ODOT ARTS (All Roads Transportation Safety) program is currently scoping a project intended to address issues with the right turn from OR126 onto Main Street, with the goal of slowing drivers when coming onto Main Street.

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

Please provide a written response within 60 days after the date of this letter (by 1/20/2016). If you have any questions, please call me at (503) 986-3609.


Bob Pappe, PE, PLS
State Traffic-Roadway Engineer

Copy to:
Dorothy Upton, ODOT, Region 2 Traffic Engineer
Weldon Ryan, ODOT, Region 2 Speed Zone Investigator

KM/cwc



INTEROFFICE MEMO

DATE: September 30, 2015

TO: Bob Pappe, P. E.
State Traffic / Roadway Engineer

File Code: SZ 227 - 2

FROM: Dorothy Upton, P.E.
Region 2 Traffic Engineer

(503) 986-5761
Fax: (503) 986-2839

SUBJECT: Speed Zone Investigation
Eugene - Springfield Highway (OR 126)
0.19 mile north of McKenzie Highway (OR 126)(MP 9.78) to
McKenzie Highway (OR 126)(MP 9.97)
ODOT / ODOT - City of Springfield

Attached is one copy of a speed zone investigation on the Eugene - Springfield Highway (OR 126) from 0.19 mile north of McKenzie Highway (OR 126)(MP 9.78) to McKenzie Highway (OR 126)(MP 9.97). The investigation was requested by Brian Barnett the Springfield Traffic Engineer. He is requesting to establish a legal speed limit of 45 mph for the 1000 feet approaching the intersection with the McKenzie Highway.

There is one investigated section in this report. The investigated section is 0.19 mile in length and moderate rural in density and culture. This section of road is currently posted at 55 mph and is a basic rule section. A spot speed check showed the 85th percentile speed to be 61 mph. Seventy nine percent of the cars are traveling within the pace limits of 51 - 60 mph. There were 3 reported crashes between 01/01/11 and 12/31/13. This was investigated as a transition zone to a signal. This section of road is approaching the signal at the McKenzie Highway (OR 126), this roadbed continues on as a city / county road. The continuing road is the Bob Straub Parkway and it goes to the city of Jasper.

After consideration of 85% Speed, culture, and crash rate our recommendation is to retain statutory speed as described in the following report.

DU/WR

Traffic Engineering
RECOMMENDED FOR APPROVAL
File No: 7158
By: KJC/Cornell
Date: 10/21/15

OREGON DEPARTMENT OF TRANSPORTATION
Report Of Speed Zone Investigation
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
0.19 mile north of McKenzie Highway (OR 126)(MP 9.78) to
McKenzie Highway (OR 126)(MP 9.97)
ODOT / ODOT – City of Springfield
September 30, 2015

APPROVED 10/27/2015
TRAFFIC ENGR.

Recommendation: Retain statutory speed.

<u>Investigated:</u>	<u>MP</u>	<u>Existing</u>	<u>Recommended</u>
From: 0.19 mile north of McKenzie Highway (OR 126)	9.78	55 mph (BR)	55 mph (BR)
To: McKenzie Highway (OR 126)	9.97		

Historical Background:

Investigation requested by: Brian Barnett, Springfield Traffic Engineer.

Requested Speed: 45 mph

Previous Action: None

<u>Investigation:</u>	<u>Section</u>
Section Length	0.19 mile
85% Speed	61 mph
2013 Crash Rate*	2.19
2013 Average Daily Traffic	19800
Culture Type & Density	Access Controlled Expressway (rural)
Horizontal Alignment	0 curves
Vertical Alignment	Level
Curve Signs & Speed Rider	None
Existing Posted Speed	55 mph
Recommended Speed	55 mph

<u>Roadway Data</u>	<u>Section</u>
Surface	Bituminous
Width	25' FL to FL
Lanes	2
Parking	Partially Prohibited
Shoulders	4'6"-12'6" AC, edge line rumble
Intersecting Streets	0
Paved	0
Stopped	0
Signalized	0
Pedestrian	0
Bikes	0

<u>Crash Data:</u>	<u>Section</u>
Study Period	01/01/11-12/31/13
Total Accidents	3
Injuries	3
Fatalities	0
2013 Crashes	2
2013 Crash Rate (R)*	2.19
2013 State Rate (r) <u>1/</u>	0.94
Deviation (R-r)	1.25

<u>Spot Speed Data:</u>	<u>Section</u>
85% Speed	61 mph
Pace Limits <u>2/</u>	51 – 60 mph
% in Pace	79%
Maximum Speed	69 mph
Posted Speed	55 mph (BR)
% Exceeding Posted Speed	59%
Computed Speed <u>3/</u>	59.75 mph
Recommended Speed	55 mph (BR)

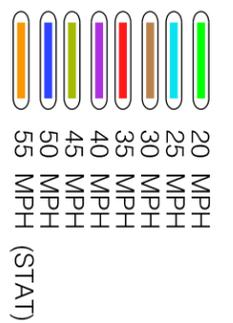
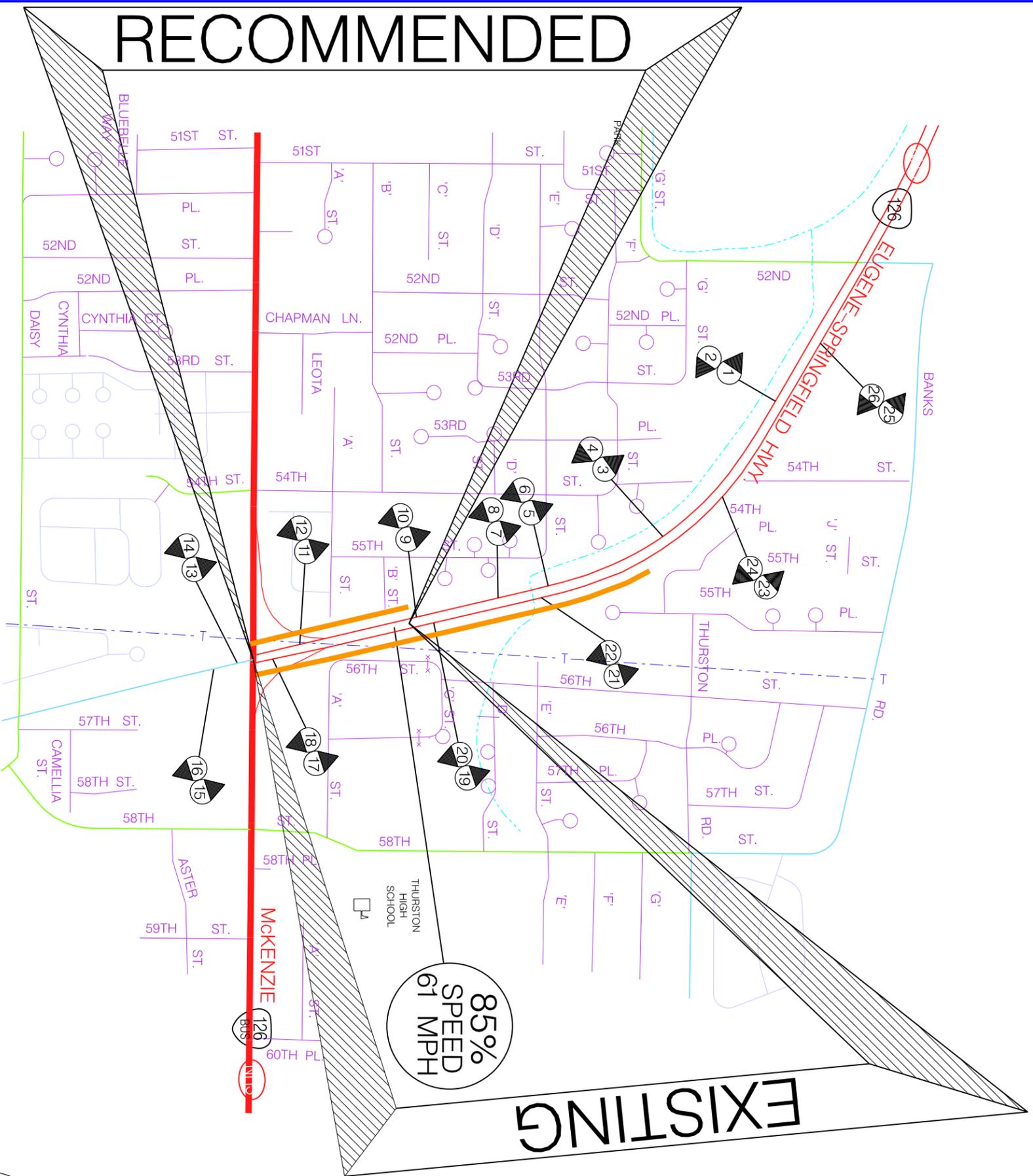
1/ Other Freeways and Expressways – Urban City - Springfield

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

3/ 85% Speed minus deviation

Factors Influencing Recommendation: 85% Speed, culture, and crash rate.

SPEED ZONE INVESTIGATION EUGENE - SPRINGFIELD HIGHWAY (OR 126) ODOT / ODOT - CITY OF SPRINGFIELD



**TYPICAL VIEWS
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



1. Looking west on RB1 from 0.19 mile east of 52nd Street.



2. Looking east on RB1 from 0.19 mile east of 52nd Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



3. Looking north/west on RB1 from 0.40 mile east of 52nd Street.



4. Looking south/east on RB1 from 0.40 mile east of 52nd Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



5. Looking north/west on RB1 from 0.55 mile east of 52nd Street.



6. Looking south/east on RB1 from 0.55 mile east of 52nd Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



7. Looking north/west on RB1 from 0.61 mile east of 52nd Street.



8. Looking south/east on RB1 from 0.61 mile east of 52nd Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



9. Looking north/west on RB1 from 0.71 mile east of 52nd Street.



10. Looking south/east on RB1 from 0.71 mile east of 52nd Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



11. Looking north/west on RB1 from 300 feet north/west of Main Street.



12. Looking south/east on RB1 from 300 feet north/west of Main Street.

**TYPICAL VIEWS
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT - CITY OF SPRINGFIELD
JUNE 29, 2015**



13. Looking north/west on RB1 from 100 feet south/east of Main Street.



14. Looking south/east on RB1 from 100 feet south/east of Main Street.

**TYPICAL VIEWS
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



15. Looking north/west on RB2 from 250 feet south/east of Main Street.



16. Looking south/east on RB2 from 250 feet south/east of Main Street.

**TYPICAL VIEWS
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT - CITY OF SPRINGFIELD
JUNE 29, 2015**



17. Looking north/west on RB2 from 125 feet north/west of Main Street.



18. Looking south/east on RB2 from 125 feet north/west of Main Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



19. Looking north/west on RB2 from 0.22 mile north/west of Main Street.



20. Looking south/east on RB2 from 0.22 mile north/west of Main Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



21. Looking north/west on RB2 from 0.35 mile north/west of Main Street.



22. Looking south/east on RB2 from 0.35 mile north/west of Main Street.

**TYPICAL VIEWS
EUGENE-SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



23. Looking north/west on RB2 from 0.60 mile north/west of Main Street.



24. Looking south/east on RB2 from 0.60 mile north/west of Main Street.

**TYPICAL VIEWS
EUGENE–SPRINGFIELD HIGHWAY (OR 126)
ODOT / ODOT – CITY OF SPRINGFIELD
JUNE 29, 2015**



25. Looking north/west on RB2 from 0.11 mile south/east of 52nd Street.



26. Looking south/east on RB2 from 0.11 mile south/east of 52nd Street.

08/17/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 227 ALL ROAD TYPES, MP 9.78 to 9.96 01/01/2011 to 12/31/2013, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
REAR-END	0	1	1	2	0	2	0	2	0	1	1	0	2	0
YEAR 2013 TOTAL	0	1	1	2	0	2	0	2	0	1	1	0	2	0
YEAR: 2012														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	0	1	0	1	0	0	1
YEAR 2012 TOTAL	0	1	0	1	0	1	0	0	1	0	1	0	0	1
FINAL TOTAL	0	2	1	3	0	3	0	2	1	1	2	0	2	1

Oregon Department of Transportation

Roadway: Eugene-Springfield Hwy

Date: 6/9/2015

City: Springfield

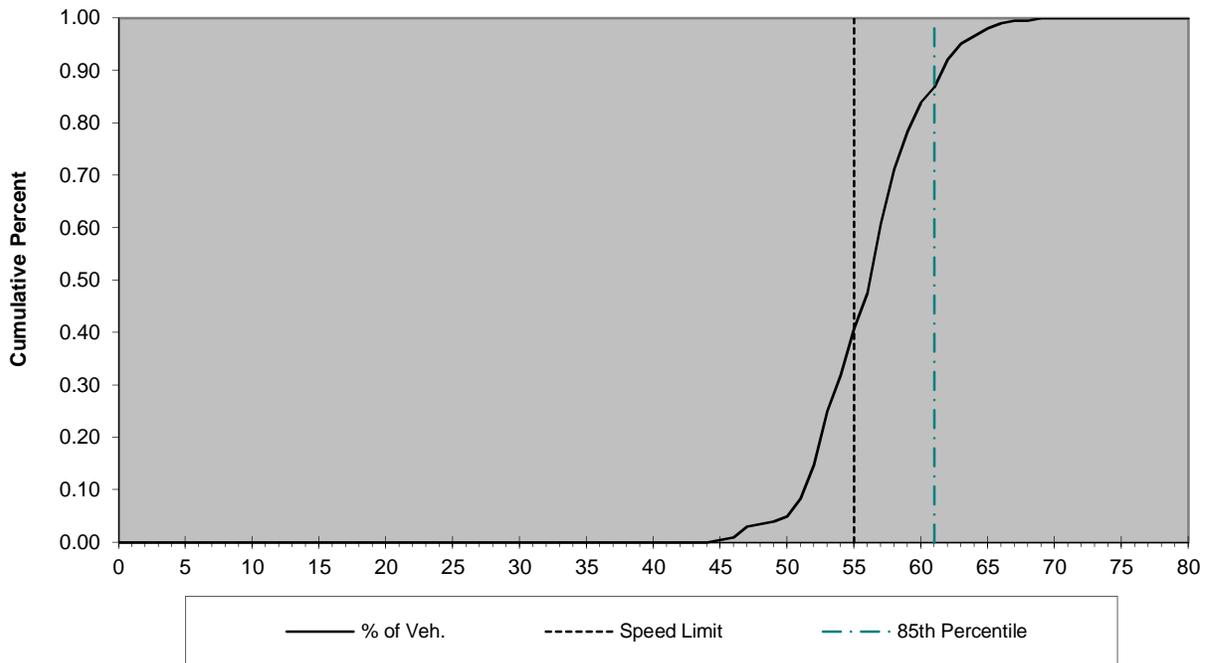
Time: 11:50 AM - 12:30 PM

County:

Location: 900 N MCKENZIE HWY

Weather: LT CLOUDS

Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	103	204	101
85th % Speed	61	61	61
Pace Limits	51 - 60	51 - 60	51 - 60
% In Pace	77%	79%	81%
Mean Speed	56.19	56.55	56.90
Median Speed	57	57	57
Std. Dev.	4.45	4.15	3.82
Max Speed	69	69	66
Posted Speed	55	55	55
% Exceeding Posted	54%	59%	64%