



# City of Talent

## Traffic Safety & Transportation Commission

Public Meeting

**October 16, 2014**

Thursday, October 16, 2014 – 3:30 PM

Talent City Hall, 110 E. Main Street – Large Conference Room

### **AGENDA**

The Traffic Safety & Transportation Commission (TSTC) of the City of Talent will meet on Thursday, October 16, 2014 at 3:30 P.M. in the Talent City Hall, 110 E. Main Street, Large Conference Room.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012.

The Traffic Safety & Transportation Commission (TSTC) reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

- I. Call to Order/Roll Call;
- II. Brief Announcements;
- III. Consideration of minutes from the July 17, 2014 TSTC meeting;
- IV. Public Comments on Non-Agenda Items;

#### **New Business (30 minutes):**

- |  |             |               |
|--|-------------|---------------|
| V. Request for restriping on W. Valley View (TURA)               | (report)    | (Marla Cates) |
| VI. Traffic Signage on W. Valley View, Main Street & Talent Ave. | (no report) | (Zac Moody)   |
| VII. Suncrest Road Speed Study/ODOT Recommendation               | (report)    | (Zac Moody)   |

#### **Old Business (30 minutes):**

- |   |             |
|---|-------------|
| VI. Traffic Calming Signs – Update/Samples                | (Zac Moody) |
| X. Next meeting – Thursday – December 18, 2014 at 3:30 PM |             |
| XI. Adjournment   |             |

**Note: This agenda and the entire agenda packet, including staff reports, referenced documents, resolutions and ordinances are posted on the City of Talent website ([www.cityoftalent.org](http://www.cityoftalent.org)) in advance of each meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact TTY phone number 1-800-735-2900 for English and for Spanish please contact TTY phone number 1-800-735-3896.**

*The City of Talent is an Equal Opportunity Provider*



# TSTC Agenda Report

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Meeting Date:	October 16, 2014	Primary Staff Contact:	Zac Moody
Department:	Community Development	E-Mail:	zmoody@cityoftalent.org
Staff Recommendation:	Approval	Estimated Time:	10 minutes

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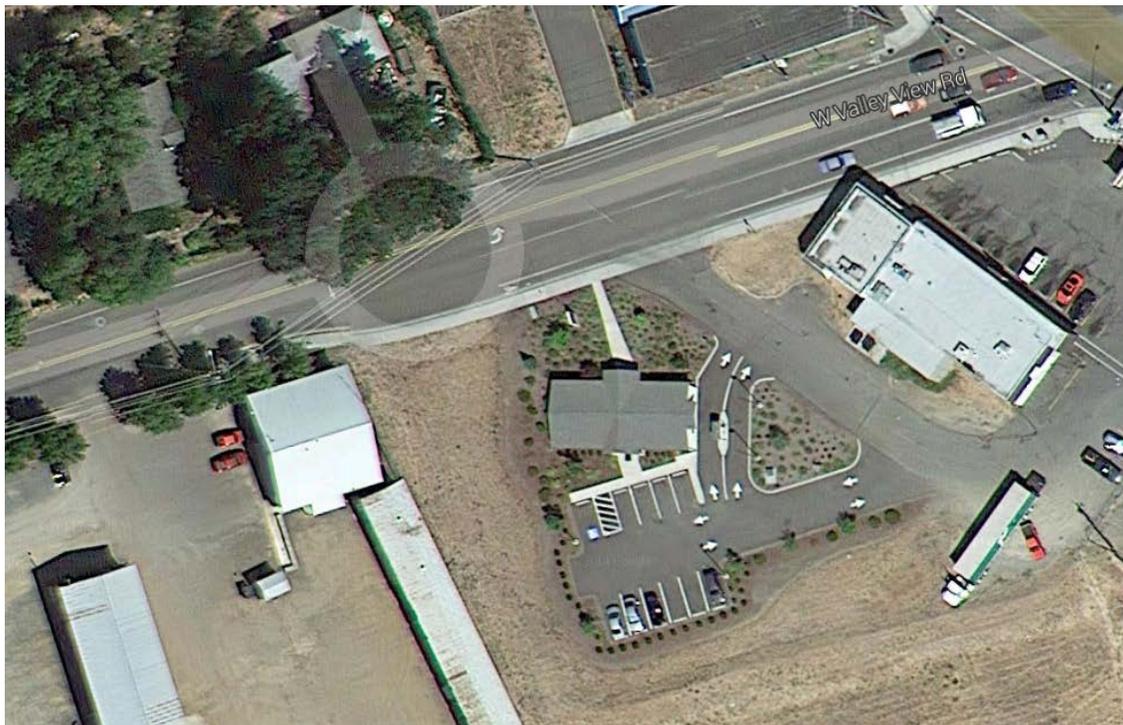
## ISSUE BEFORE THE COMMISSION

Request to approve the restriping of W. Valley View between the newly installed roundabout and Hwy 99.

## BACKGROUND

Community Development has been contacted by Urban Renewal about a request from business owners for better road striping to identify driveways. Valley View east of the roundabout currently has no striping indicating that a left turn in either direction is allowed and causes confusion for drivers.

A map has been included with this memo identifying the proposed changes. Below is a Google Earth photo of the existing street markings.



The addition of left turn arrows and modified lane striping across from the bank property and the parking lot behind the liquor store will help drivers better identify the location of the adjacent driveways. The reconfiguration of the lane striping will provide the needed space for vehicle stacking to occur.



**STAFF RECOMMENDATION**

Considering the concern we heard from local business owners and residents, Staff recommends the turn lanes and modified lanes be striped as proposed.

**RELATED CITY POLICIES**

None

**COMMISSION OPTIONS**

- Approve the restriping as proposed.
- Approve the restriping as proposed with changes.
- No action, continue discussion.
- Do not approve the restriping on W. Valley View.

**POTENTIAL MOTIONS**

“I move to approve the restriping of the left turn lanes east of the roundabout at the current driveway locations as well as the intersection of Hwy 99 and W. Valley View as proposed.

**ATTACHMENT**

Map- Restriping Option

## Zac Moody

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**From:** Marla Cates <execdir@talenturbanrenewal.com>  
**Sent:** Tuesday, October 07, 2014 6:01 PM  
**To:** Zac Moody  
**Subject:** traffic safety agenda  
**Attachments:** Turn pockets\_2049B-WEST VALLEY VIEW SIGNING AND STRIPING-092414-T1 1.pdf

Zac – Can you let me know when the next Traffic Safety meeting will be held? I would like to have ZCS Engineering participate, and hopefully also RVTD.

In addition to TSC's questions about signage and other details, I would also like to discuss the additional West Valley View items as part of the agenda:

1. Proposed modification to turn pocket on W.V.V. between roundabout and Hwy 99. (Drawing attached). It shortens the existing turn pocket to accommodate 3-4 cars, and adds another turn pocket for 1-2 cars allowing safe refuge while waiting to turn into the bank driveway. This would help the existing confusion about traffic movements at this location.
2. Discuss location for northbound bus stop loading area. Discuss location of the loading area for the northbound bus stop at the Talent/West Valley View intersection. At present, plans call for the shelter to be on the large bump out near Simply Sassy and for the loading area to be at the curb in front of Funky Fashions and Jupiter Café. It would be signed Bus Only. It is thought this will help prevent cars from going around the bus if it is stopped for a long period of time to load someone in a wheelchair. However, it will also remove an existing ADA blue parking spot in front of Jupiter Café, and bus riders are very likely to end up waiting in front of the businesses where the sidewalk is more narrow rather than at the future shelter designed for them.

Thanks -

*Marla Cates, Executive Director*

**TALENT URBAN RENEWAL AGENCY**

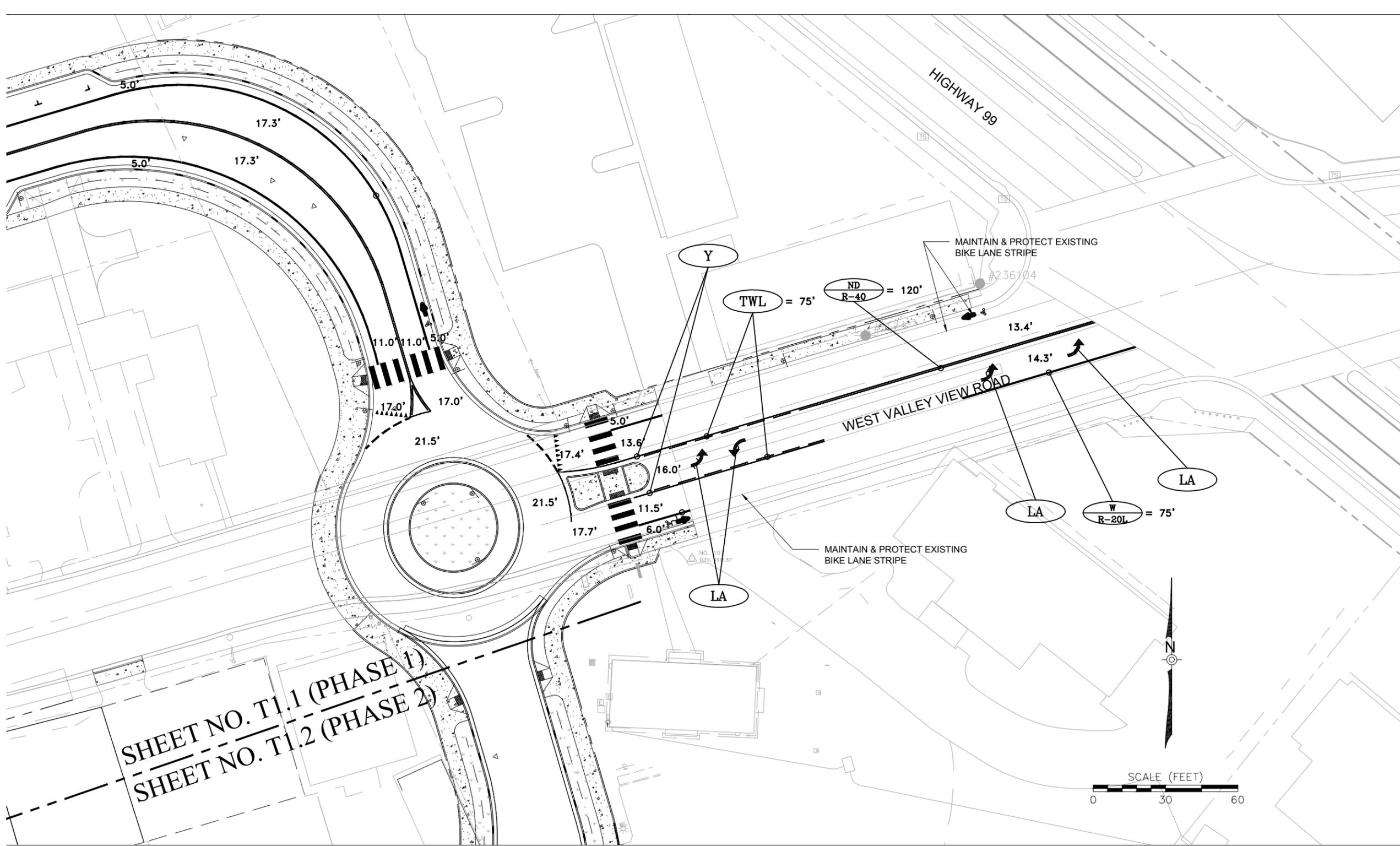
POB 445, Talent, OR 97540

Office: 541-535-6170

Cell: 541-840-3418

Fax: 541-535-2334

**E-MAIL ADDRESS:** [execdir@talenturbanrenewal.com](mailto:execdir@talenturbanrenewal.com)





# TSTC Agenda Report

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Meeting Date:	October 16, 2014	Primary Staff Contact:	Zac Moody
Department:	Community Development	E-Mail:	zmoody@cityoftalent.org
Staff Recommendation:	Approval	Estimated Time:	10 minutes

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## **ISSUE BEFORE THE COMMISSION**

Request to prepare a written comment contesting the recommended speed of 35 mph along Suncrest Road from the Suncrest Road bridge to the south connection of Willow Springs Drive.

## **BACKGROUND**

A request for a speed study along Suncrest Road from Payne Road to Hwy 99 was requested by both the City of Talent and Jackson County for this segment of road to ensure that speeds were appropriate for both vehicles and bicycle/pedestrian traffic.

There are three sections that have a direct impact on the residents of the City. Section A is from Hwy 99 to Autumn ridge Road (north connection) and from Autumn Ridge (north connection) to Willow Springs Drive (south connection), Section B is from Willow Springs Drive (south connection) to 0.18 miles NE of Willow Springs Drive (north connection) and Section C is from 0.18 miles NE of Willow Springs Drive (north connection) to Payne Road.

The recommended speed for Section A is 25 mph and is currently the “unestablished” speed, meaning that it is actually 55 mph, but is currently signed 25 mph. Section B currently has an “unestablished” speed of 25 mph as well, but the recommendation is 35 mph. Section B for reference purposes is the section that includes the Suncrest Road bridge and Bear Creek Greenway crossing. Section C, which is outside the City limits, seems to be appropriate considering the rural nature of the road.

Staff is concerned with the recommended speed of 35 mph in Section B. This section of roadway includes a narrow two-lane bridge with a bicycle/pedestrian crossing immediately following. This is already a dangerous crossing for those using the greenway and increasing the speed from the unestablished (but signed) speed of 25 mph to 35 mph seems as though it would increase the risk to both drivers and bicycle/pedestrian traffic.

As a City and one of the requestors of the speed study, we have a right to provide written response and have it presented at the next hearing to decide contested speed zones. The City has 60 days to submit comment and is looking to Traffic Safety to provide some additional comment for us to submit and to provide concurrence with staff’s concerns.

## **STAFF RECOMMENDATION**

Staff recommends providing comment contesting the 35 mph speed zone of Section B and recommending the speed zone be set to the unestablished speed of 25 mph.

## **RELATED CITY POLICIES**

None



**COMMISSION OPTIONS**

Do not accept the recommended speed of 35 mph for Section B and have Staff prepare a written response.  
Take no immediate action and discuss further at a November meeting.  
Accept the recommended speed of 35 mph for Section B.

**POTENTIAL MOTIONS**

“I move to not accept the recommended speed of 35 mph for Section B of the ODOT speed study and request that Staff prepare a written response supporting the unestablished speed of 25 mph.

**ATTACHMENT**

ODOT Speed Study Report



# Oregon

John A. Kitzhaber, MD, Governor

 **FILE**

# 7225

## Department of Transportation

Traffic-Roadway Section, MS #5

4040 Fairview Industrial Dr SE

Salem, OR 97302-1142

(503) 986-3568

Fax: (503) 986-3749

September 11, 2014

TRA 7-2

Jeff Ballard, City Engineer  
City of Talent  
Public Works Department  
PO Box 445  
Talent, OR 97540-0445

James Philp, Traffic & Development Engineer  
Jackson County  
Roads & Parks Services  
200 Antelope Road  
White City, OR 97503-1603

Dear Jeff and James,

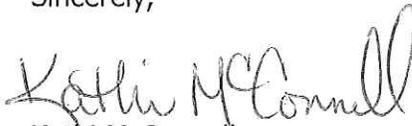
As you requested, a speed zone investigation has been conducted on Suncrest Road from Rogue Valley Hwy (OR 99) to Payne Road (Request ID 7225). A copy of the report indicating the recommended speed zoning is enclosed.

Please let me know if the speed zone recommendation is acceptable. If it is, a speed zone order will be issued and a copy sent to you. 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 12/5/2014). If by email, send it to [kathleen.e.mcconnell@odot.state.or.us](mailto:kathleen.e.mcconnell@odot.state.or.us).

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

Sincerely,



Kathi McConnell  
Traffic Investigations Coordinator

Enclosure(s)

Copy to:

William Birch, Speed Zone Investigator, ODOT Region 3

KM/cwc





# Oregon

John A. Kitzhaber, MD, Governor

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PO Box 445  
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James Philp, Traffic & Development Engineer  
Jackson County  
Roads & Parks Services  
200 Antelope Road  
White City, OR 97503-1603

Dear Jeff and James,

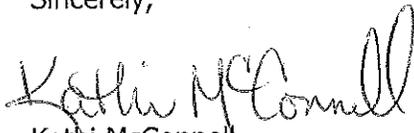
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Please provide a written response within 60 days after the date of this letter (by 12/5/2014). If by email, send it to [kathleen.e.mcconnell@odot.state.or.us](mailto:kathleen.e.mcconnell@odot.state.or.us).

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

Sincerely,



Kathi McConnell  
Traffic Investigations Coordinator

Enclosure(s)

Copy to:

William Birch, Speed Zone Investigator, ODOT Region 3

KM/cwc



#7225



# Oregon

John A. Kitzhaber, Governor

Department of Transportation

Region 3 Traffic

100 Antelope Road  
White City, OR 97503  
541-774-6350

## INTEROFFICE MEMORANDUM

**TO:** Bob Pappé, P.E. August 13, 2014  
State Traffic Engineer

**FROM:** Dan W. Dorrell, P.E. *DWD* Wm. Mike Birch  
District 8 Traffic Engineer Sr. Traffic Investigator

**SUBJECT:** Speed Zone Investigation  
Suncrest Road \ Payne Road  
From Rogue Valley Hwy. (OR 99) to David Lane  
City of Talent \ Jackson County

A speed zone investigation has been completed at the subject location and reports thereof are attached for your review and approval. This investigation was conducted in response to a request for an investigation from James Philp, Project Engineer for Jackson County Roads. James cites; the roadway is a minor collector with numerous pedestrians and bicyclists.

Section A, from Rogue Valley Hwy. (OR 99) to Willow Springs Drive (S connection), is 0.39 mile in length. It is urban in character with moderate residential development.

There are three connecting streets in this section. All are paved and controlled by STOP sign.

Horizontal alignment contains three curves. Vertical alignment is level.

The spot speed data for this section yields an 85<sup>th</sup> percentile speed of 31 MPH with 60% exceeding the posted 25 MPH zoning (unestablished). The 2012 crash rate is 0.00 with an ADT of 530 vehicles.

This office recommends establishing 25 MPH zoning in this section.

Section B, from Willow Springs Drive (S connection) to 0.18 mile NE of Willow Springs Drive (N connection), is 0.26 mile in length. It is rural in character with light residential development.

There is one connecting street in this section it is paved and controlled by STOP sign.

Horizontal alignment contains one curve. Vertical alignment is a steady grade.

The spot speed data for this section yields an 85<sup>th</sup> percentile speed of 39 MPH with 69% exceeding the posted 25 MPH zoning (unestablished). The 2012 crash rate is 0.00 with an ADT of 530 vehicles.

This office recommends establishing 35 MPH zoning in this section.

Section C, from 0.18 mile NE of Willow Springs Drive (N connection) to Payne Road, is 0.23 mile in length. It is rural in character with sparse residential development.

There are no connecting streets in this section.

Horizontal alignment contains two curves. Vertical alignment is a steady grade.

The spot speed data for this section yields an 85<sup>th</sup> percentile speed of 40 MPH with 0% exceeding the existing 55 MPH (basic rule) zoning. The 2012 crash rate is 0.00 with an ADT of 530 vehicles.

This office recommends establishing 45 MPH zoning in this section.

Section C, from Suncrest Road to Fern Valley Road, was not investigated.

Section D, from Fern Valley Road to David Lane, was not investigated.

DWD: WMB:

Traffic Engineering  
**RECOMMENDED FOR APPROVAL**  
 File No: 7225  
 By: K. McConnell  
 Date: 9/9/14

APPROVED  
 [Signature]  
 9/09/2014  
 TRAFFIC ENGR.

OREGON DEPARTMENT OF TRANSPORTATION  
 Report of Speed Zone Investigation  
**Suncrest Road \ Payne Road**  
 Rogue Valley Hwy. (OR 99) to David Lane  
 City of Talent \ Jackson County  
 August 13, 2014

**Recommendation:** Rescind SZ Order J8577 dated August 8, 2012 and establish the following speed zoning as listed below:

**Section:**

Investigated	<u>On Suncrest Road</u>	<u>Existing</u>	<u>Recommended</u>
A	<u>From:</u> Rogue Valley Hwy. (OR 99)	55 MPH (25 MPH unestablished)	25 MPH <u>1/</u>
	<u>To:</u> Autumn Ridge Road (N connection)		
	<u>From:</u> Autumn Ridge Road (N connection)	55 MPH (25 MPH unestablished)	25 MPH <u>2/</u>
	<u>To:</u> Willow Springs Drive (S connection)		
B	<u>From:</u> Willow Springs Drive (S connection)	55 MPH (25 MPH unestablished)	35 MPH <u>2/</u>
	<u>To:</u> 0.18 mile NE of Willow Springs Drive (N connection)		
C	<u>From:</u> 0.18 mile NE of Willow Springs Drive (N connection)	55 MPH	45 MPH <u>2/</u>
	<u>To:</u> Payne Road		
Not Investigated	<u>On Payne Road</u>		
	<u>From:</u> Suncrest Road	45 MPH	45 MPH <u>2/</u>
	<u>To:</u> Fern Valley Road		
D	<u>From:</u> Fern Valley Road	35 MPH	35 MPH <u>2/</u>
	<u>To:</u> David Lane		
<u>1/</u>	City of Talent - Road Authority		
<u>2/</u>	Jackson County - Road Authority		

**Historical Background:**

Investigation Requested by: James Philp, Project Engineer for Jackson County Roads  
 Requested Speed: 25 MPH from Rogue Valley Hwy. (OR 99) to Willow Springs Drive (S connection)  
 35 MPH from Willow Springs Drive (S connection) to 0.18 mile NE of Willow Springs Drive (N connection)  
 45 MPH from 0.18 mile NE of Willow Springs Drive (N connection) to Payne Road  
 Previous Action: Established SZ Order J8577 dated August 8, 2012

<u>Investigation:</u>	<u>Invetsigated Section: A</u>	<u>Invetsigated Section: B</u>	<u>Invetsigated Section: C</u>	<u>Not Invetsigated Section: D</u>
Section Length	0.39 mile	0.26 mile	0.23 mile	•
85th Percentile Speed	31 MPH	39 MPH	40 MPH	•
2012 Crash Rate*	0	0	0	•
2012 Average Daily Traffic	530	530	530	•
Culture Density & Type	Moderate Residential	Light Residential	Sparse Residential	•
Horizontal Alignment	3 curves	1 curve	2 curves	•
Vertical Alignment	Level	Steady Grade	Steady Grade	•
Curve Signs & Speed Riders	In Place	None	In Place	•
Existing Posted Speed	25 MPH (unestablished)	25 MPH (unestablished)	None (55 MPH BR)	•
Recommended Speed	25 MPH	35 MPH	45 MPH	•

\* Crashes per million vehicle miles

#### Roadway Data:

Surface	AC	AC	AC	•
Width	16-34 ft. (CB to CB)	30 ft. (CB to CB) 26 ft. (CB to CB)	23-24 ft. (EP to EP)	•
Lanes	2	2	2	•
Parking	Partially Prohibited	Partially Prohibited	Not Prohibited	•
Shoulders	None	3-6 ft. graveled	4-8 ft. graveled	•
Intersecting Streets	3	1	0	•
Paved	3	1	0	•
Stopped	3	1	0	•
Signalized	0	0	0	•
Bikes	10	19	2	•
Pedestrians	4	14	0	•

#### Crash Data:

Study Period	1/1/10 - 12/31/12	1/1/10 - 12/31/12	1/1/10 - 12/31/12	•
Total Crashes	0	0	0	•
Injuries	0	0	0	•
Fatalities	0	0	0	•
2012 Crashes	0	0	0	•
2012 Crash Rate (R)	0	0	0	•
2012 State Rate ( r ) <sup>1/</sup>	-----	-----	-----	•
Deviation (R-r)	-----	-----	-----	•

#### Spot Speed Data:

85th percentile speed	31 MPH	39 MPH	40 MPH	•
Pace Limits <sup>2/</sup>	22-31 MPH	29-38 MPH	32-41 MPH	•
% in Pace	85%	69%	81%	•
Maximum Speed	36 MPH	45 MPH	47 MPH	•
Posted Speed	25 MPH (unestablished)	25 MPH (unestablished)	None (55 MPH BR)	•
% Exceeding Posted Speed	60%	95%	0%	•
Computed Speed <sup>3/</sup>	31 MPH	39 MPH	40 MPH	•
Recommended Speed	25 MPH	35 MPH	45 MPH	•

- 1/ No comparable state rate available
- 2/ Ten mile-per-hour range containing the largest number of sample vehicles.
- 3/ 85% speed minus deviation.

**Factors Influencing Recommendation:**

**Section: A**

- 1) Eighty fifth percentile
- 2) Pace limits
- 3) Percentage in pace
- 4) Percentage exceeding posted speed

**Section: B**

- 1) Eighty fifth percentile
- 2) Pace limits
- 3) Percentage in pace
- 4) Percentage exceeding posted speed

**Section: C**

- 1) Eighty fifth percentile
- 2) Pace limits
- 3) Percentage in pace
- 4) Percentage exceeding posted speed

# RECOMMENDED

Section A

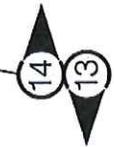
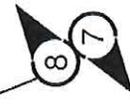
Section B

Section C

85th Percentile Speed  
31 MPH

85th Percentile Speed  
39 MPH

85th Percentile Speed  
40 MPH



20 MPH SCHOOL ZONE	
<span style="color: cyan;">●</span>	20 MPH
<span style="color: blue;">●</span>	25 MPH
<span style="color: red;">●</span>	30 MPH
<span style="color: magenta;">●</span>	35 MPH
<span style="color: yellow;">●</span>	40 MPH
<span style="color: green;">●</span>	45 MPH
<span style="color: orange;">●</span>	50 MPH
<span style="color: brown;">●</span>	55 MPH

SCALE



SUNCREST ROAD  
City of Talent  
Jackson County  
August 13, 2014

45 MPH zoning continues for another 1.71 miles

# EXISTING

Typical Views  
Suncrest Road  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County

7-31-14



**(1)** Looking west from 200 ft. east of Rogue Valley Hwy. (OR 99).



**(2)** Looking east from 200 ft. east of Rogue Valley Hwy. (OR 99).

Typical Views  
Suncrest Road  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County

7-31-14



**(3)** Looking west from 50 ft. west of Autumn Ridge Rd. (S connection).



**(4)** Looking east from 50 ft. west of Autumn Ridge Rd. (S connection).

Typical Views  
Suncrest Road  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County  
7-31-14



**(5) Looking west from Clearview Pkwy.**



**(6) Looking northeast from Clearview Pkwy.**

Typical Views  
**Suncrest Road**  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County  
7-31-14



**(7)** Looking south from 150 ft. south of Autumn Ridge Rd. (N. connection).



**(8)** Looking north from 150 ft. south of Autumn Ridge Rd. (N. connection).

Typical Views  
Suncrest Road  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County  
7-31-14

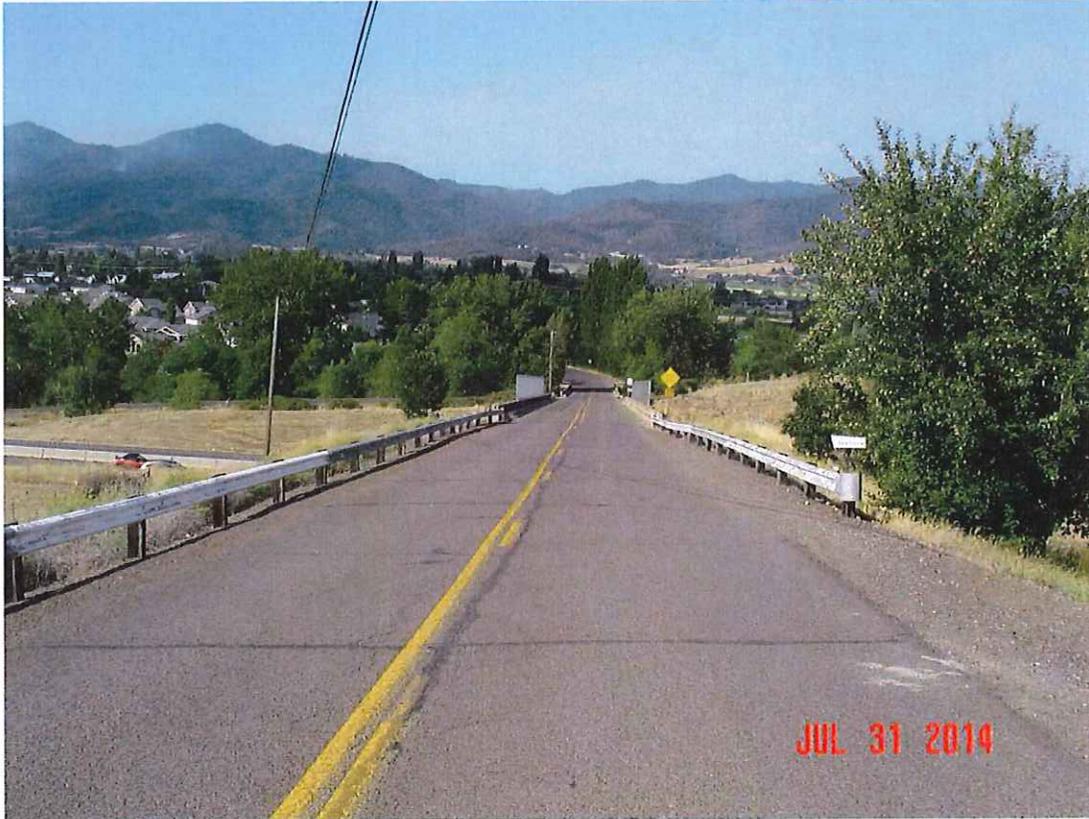


**(9)** Looking southwest from 50 ft. northeast of Willow Springs Dr. (N connection).



**(10)** Looking northeast from 50 ft. northeast of Willow Springs Dr. (N connection).

Typical Views  
**Suncrest Road**  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County  
7-31-14



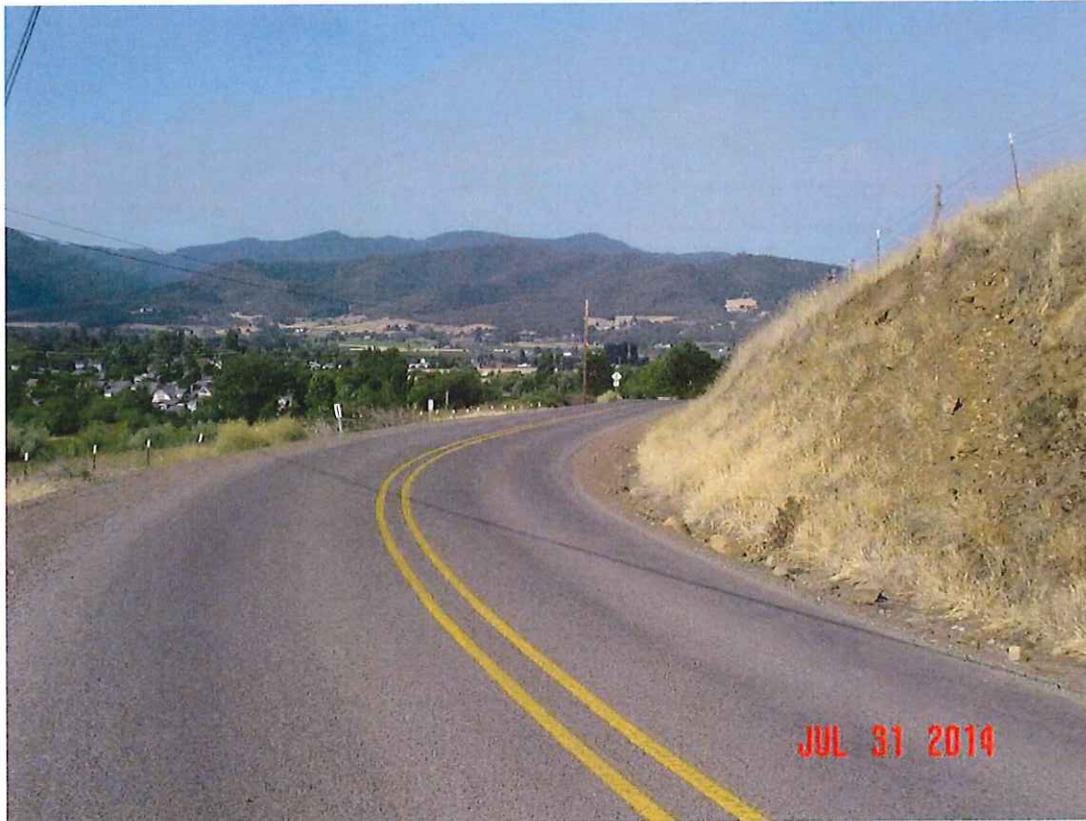
**(11)** Looking southwest from 0.20 mile southwest of Payne Rd.



**(12)** Looking northeast from 0.20 mile southwest of Payne Rd.

Typical Views  
**Suncrest Road**  
Rogue Valley Hwy. (OR 99) to Payne Road  
City of Talent \ Jackson County

7-31-14



**(13)** Looking west from 250 ft. south of Payne Rd.



**(14)** Looking north from 250 ft. south of Payne Rd.

SUNCREST RD and Intersectional Crashes at SUNCREST RD, City of Talent, Jackson County, 01/01/2010 to 12/31/2012

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 RELATED	INTER- SECTION RELATED	OFF- ROAD
								SURF	SURF	SURF	SURF					

Section A - No Crashes

-

Section B - No Crashes

-

Section C - No Crashes

FINAL TOTAL

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: Suncrest Road

Date: 7/31/2014

1

City: Talent

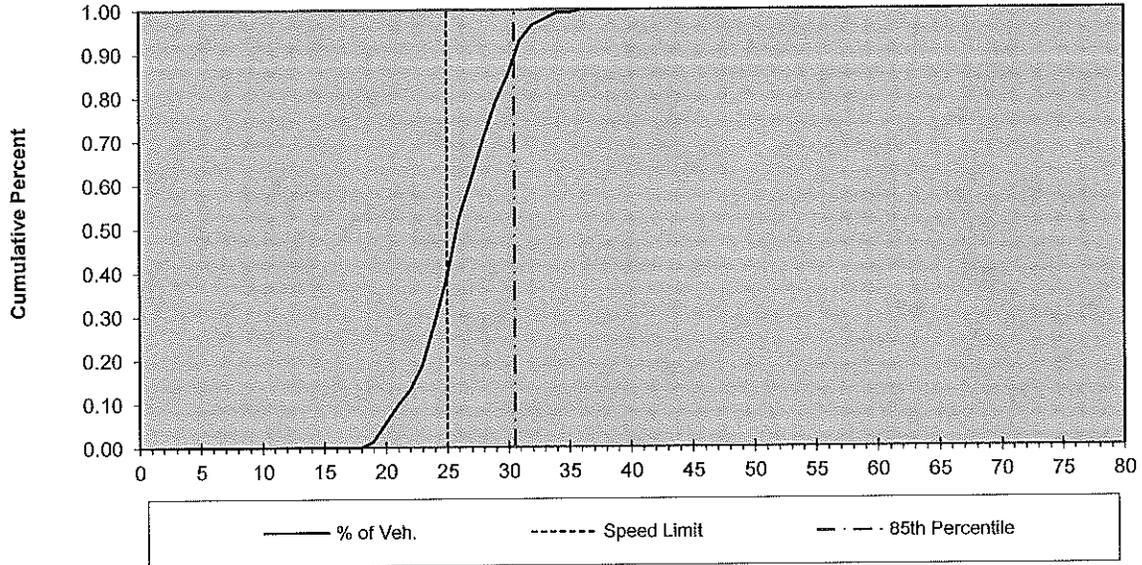
Time: 9:25 am to 12:25 pm

County: Jackson

Weather: Clear

Location: 250 ft. E of Autumn Ridge Rd.  
(S connection)

Direction of Travel: West & East



	MPH <u>West</u>	<u>Averaged</u>	MPH <u>East</u>
# of Vehicles	84	143	59
85th % Speed	31	31	30
Pace Limits	23 - 32	22 - 31	20 - 29
% In Pace	87%	85%	83%
Mean Speed	27.01	26.37	25.73
Median Speed	27	26.5	26
Std. Dev.	3.43	3.51	3.51
Max Speed	36	36	34
Posted Speed	25	25	25
% Exceeding Posted	65%	60%	54%

Oregon Department of Transportation

Roadway: Suncrest Road

Date: 2/3/2014

2

City: Not in City Limits

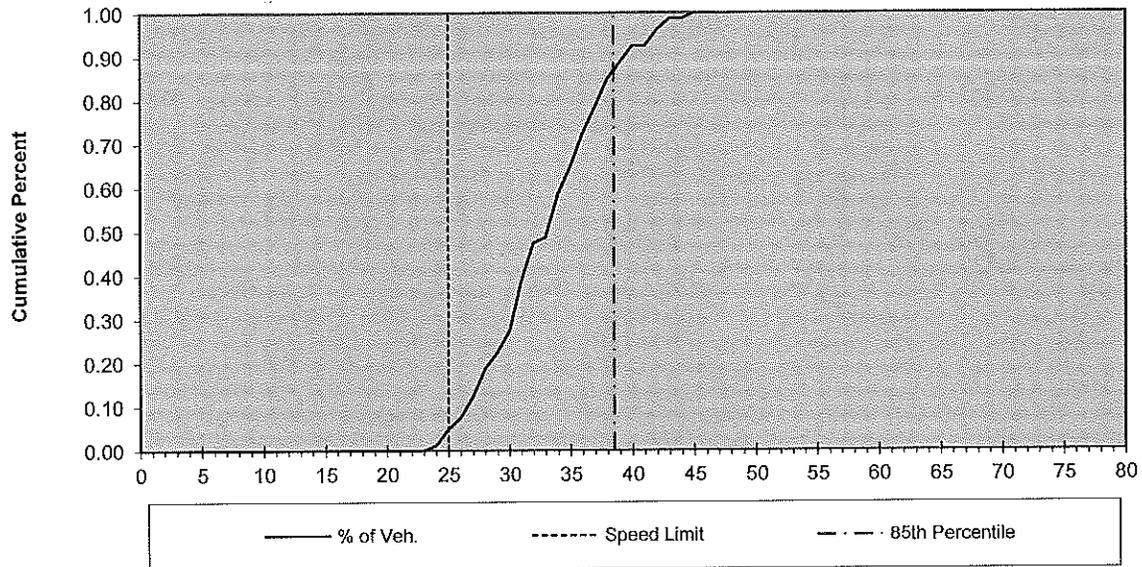
Time: 9:41 am to 12:41 pm

County: Jackson

Weather: Partly Cloudy

Location: 100 ft. NE of Willow Springs Dr.  
(N connection)

Direction of Travel: SW and NE



	MPH <u>SW</u>	<u>Averaged</u>	MPH <u>NE</u>
# of Vehicles	40	80	40
85th % Speed	39	39	38
Pace Limits	28 - 37	29 - 38	29 - 38
% In Pace	68%	69%	70%
Mean Speed	34.00	33.43	32.85
Median Speed	34	33	32
Std. Dev.	5.00	4.88	4.75
Max Speed	45	45	43
Posted Speed	25	25	25
% Exceeding Posted	100%	95%	90%

Oregon Department of Transportation

Roadway: Suncrest Road

Date: 7/31/2014

3

City: Not in City Limits

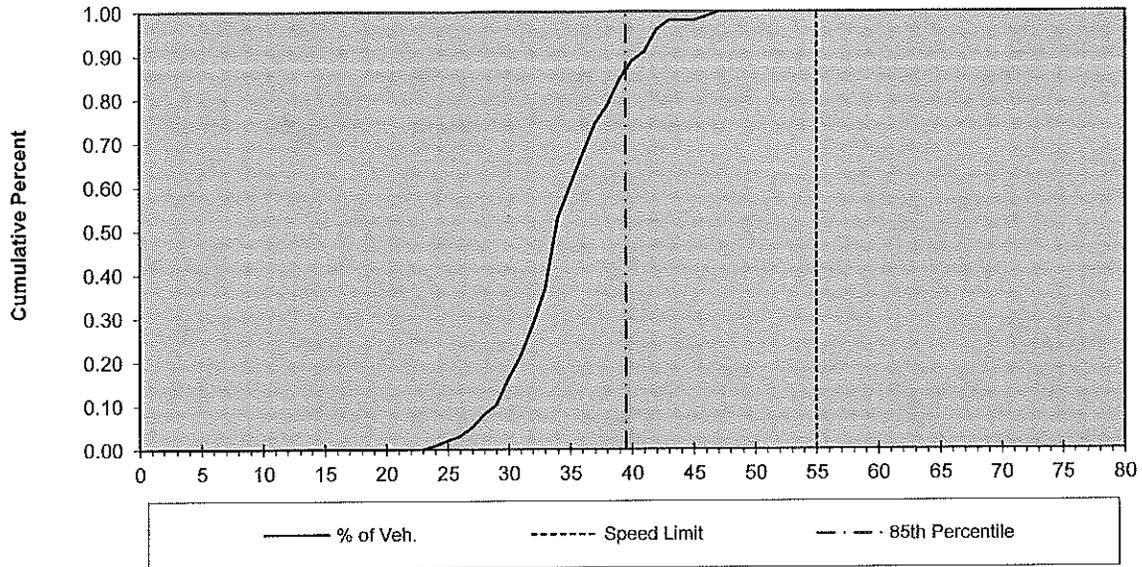
Time: 12:35 pm to 3:35 pm

County: Jackson

Location: 0.13 mile SW of Payne\Suncrest Rd.

Weather: Clear

Direction of Travel: SW and NE



	MPH <u>SW</u>	<u>Averaged</u>	MPH <u>NE</u>
# of Vehicles	56	98	42
85th % Speed	38	40	41
Pace Limits	30 - 39	32 - 41	33 - 42
% In Pace	79%	81%	83%
Mean Speed	33.77	34.98	36.19
Median Speed	34	35	36
Std. Dev.	4.71	4.50	3.83
Max Speed	47	47	43
Posted Speed	55	55	55
% Exceeding Posted	0%	0%	0%

Whereas, pursuant to ORS 810.180, the Oregon Department of Transportation has been requested to establish designated speed(s) for the below described section(s) of state, county, city or federal agency highway as defined by ORS 801.305; and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission in matters regarding speed zoning; and

Whereas, pursuant to ORS 810.180, an engineering and traffic investigation has been made; the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Traffic Engineer at the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the State Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name Payne Road

LOCATION OF TERMINI

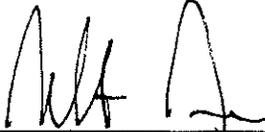
From	To	Designated Speed (Miles Per Hour)
Suncrest Road	Fern Valley Road	45
Fern Valley Road	David Lane	35
<i>School speed zones may be posted within the limits of this order as determined to be appropriate by the Road Authority, based on ORS 811.111 and an engineering investigation as per the provisions of ORS 810.200.</i>		
This rescinds Joint Order J8 of 7/7/2000		

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that this order will remain in effect until and unless rescinded by the State Traffic Engineer of the Oregon Department of Transportation.

  
 \_\_\_\_\_  
 Bob Pappe, PE, PLS, State Traffic and Roadway Engineer



## Speed Zone Order

Date August 08, 2012      Order No J8577

Jurisdiction(s)

Jackson Co.