

To:



# Department of Transportation Region 1 Traffic Section

123 NW Flanders St. Portland, Oregon 97209 Phone (503) 731-8200 Fax (503) 731-8259

Date: January 23, 2018

Michael Kimlinger, P.E. Interim State Traffic-Roadway Engineer

pthleen M. Freitag Kathleen Freitag, P.E. From: **Region 1 Traffic Engineer** 

Subject: Speed Zone Investigation #8182 S Maplelane Road S Beavercreek Road to S Ferguson Road City of Oregon City \ Clackamas 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 Troy Johnson / Traffic Engineering Technician, Clackamas County. Troy cites; the speed recommended from the county is due to the road characteristics which include curves at east end, narrow pavement width with minimal shoulders and sight distance restrictions due to the roadway geometry. Also has high crash rate along segment with resident speed & safety concerns.

Section A, from S Beavercreek Road to S Ferguson Road, is 2.67 mile in length. It is rural in character with light residential development.

There are ten intersecting streets in this section. Nine are paved and all are controlled by STOP sign.

Horizontal alignment contains twenty one curves. Vertical alignment is mostly level for the first half then undulating for the second half.

The spot speed data for this section yields an 85th percentile speed of 45 MPH with 16% exceeding the existing 45 MPH zoning. The 2015 crash rate is 1.68 with an ADT of 6,700 vehicles.

This office recommends rescinding the existing 45 MPH zoning and establishing 40 MPH zoning in this section.



OREGON DEPARTMENT OF TRANSPORTATION Report of Speed Zone Investigation S Maplelane Road

S Beavercreek Road to S Ferguson Road City of Oregon City \ Clackamas County November 21, 2017

State Traffic-Roadway Engr. Approved:

**Recommendation:** Rescind SZ Order J7464 dated May 26, 2004 and establish the following speed zoning as listed below:

#### Section:

| Inve | stigated                   |   | Existing | <u>Recomm</u> | <u>ended</u>           |
|------|----------------------------|---|----------|---------------|------------------------|
| A    | <u>From:</u><br><u>To:</u> | S Beavercreek Road<br>S Maplelane Court   | 45 MPH   | 40 MPH        | <u>1</u> /             |
|      | <u>From:</u><br><u>To:</u> | S Maplelane Court<br>400 feet northeast of S Maplelane Court                      | 45 MPH   | 40 MPH        | <u>1/, 2</u> /         |
|      | <u>From:</u><br><u>To:</u> | 400 feet northeast of S Maplelane Court<br>400 feet southwest of Clearwater Place | 45 MPH   | 40 MPH        | <u>3</u> /             |
|      | <u>From:</u><br><u>To:</u> | 400 feet southwest of Clearwater Place<br>200 feet southwest of Clearwater Place  | 45 MPH   | 40 MPH        | <u>1</u> /, <u>2</u> / |
|      | <u>From:</u><br><u>To:</u> | 200 feet southwest of Clearwater Place<br>50 feet southwest of Clearwater Place   | 45 MPH   | 40 MPH        | <u>3</u> /             |
|      | <u>From:</u><br><u>To:</u> | 50 feet southwest of Clearwater Place<br>50 feet northeast of Clearwater Place    | 45 MPH   | 40 MPH        | <u>1</u> /, <u>2</u> / |
|      | <u>From:</u><br><u>To:</u> | 50 feet northeast of Clearwater Place<br>150 feet southwest of S Holly Lane       | 45 MPH   | 40 MPH        | <u>3</u> /             |
|      | <u>From:</u><br><u>To:</u> | 150 feet southwest of S Holly Lane<br>S Nancy Marie Lane                          | 45 MPH   | 40 MPH        | <u>1</u> /, <u>2</u> / |
|      | <u>From:</u><br><u>To:</u> | S Nancy Marie Lane<br>S Ferguson Road   | 45 MPH   | 40 MPH        | <u>3</u> /             |

- 1/ City of Oregon City Road Authority
- 2/ Clackamas County Interested Jurisdiction

<u>3</u>/ Clackamas County - Road Authority

#### Historical Background:

Investigation Requested by: Troy Johnson / Traffic Engineering Technician, Clackamas County Requested Speed: 35 MPH from S Beavercreek Road to County Village Drive (city request) 40 MPH from County Village Drive to S Ferguson Road (county request) Previous Action: Established SZ Order J7464 dated May 26, 2004

#### Investigation:

Section Length 85th Percentile Speed 2015 Crash Rate\* 2015 Average Daily Traffic Culture Density & Type Horizontal Alignment Vertical Alignment

Curve Signs & Speed Riders Existing Posted Speed Recommended Speed

\* Crashes per million vehicle miles

#### Roadway Data:

Computed Speed 3/

**Recommended Speed** 

#### AC Surface Width 51-61 ft. (pavement edge to pavement edge/curb) 1st 0.20 mile 20-31 ft. (fog line to fog line) remaining section length 2-4 (bike lanes, turn lanes, parking area) 1st 0.20 mile Lanes 2-3 ft. (one left turn pocket) remaining section length Parking Partially Prohibited Shoulders 1-2 ft. paved, 1-6 ft. graveled (majority of section) **Intersecting Streets** 10 9 Paved Stopped 10 Signalized 0 Bikes 1 2 **Pedestrians** Crash Data: Study Period 1/1/13 - 12/31/15 **Total Crashes** 23 Injuries 42 Fatalities 0 2015 Crashes 11 2015 Crash Rate (R) 1.68 2015 State Rate (r) 1/ \_\_\_\_ Deviation (R-r) \_\_\_\_ **Spot Speed Data:** 85th percentile speed 45 MPH Pace Limits 2/ 35-44 MPH % in Pace 78% Maximum Speed 57 MPH Posted Speed 45 MPH % Exceeding Posted Speed 16%

45 MPH

40 MPH

Investigated Section: A

2.67 mile 45 MPH 1.68 6,700 Rural; Light Residential 21 curves Mostly level (1st half) Undulating (2nd half) In Place 45 MPH 40 MPH <u>1</u>/ No comparable state rate available

- <u>2</u>/ <u>3</u>/ Ten mile-per-hour range containing the largest number of sample vehicles.
- 85% speed minus deviation.

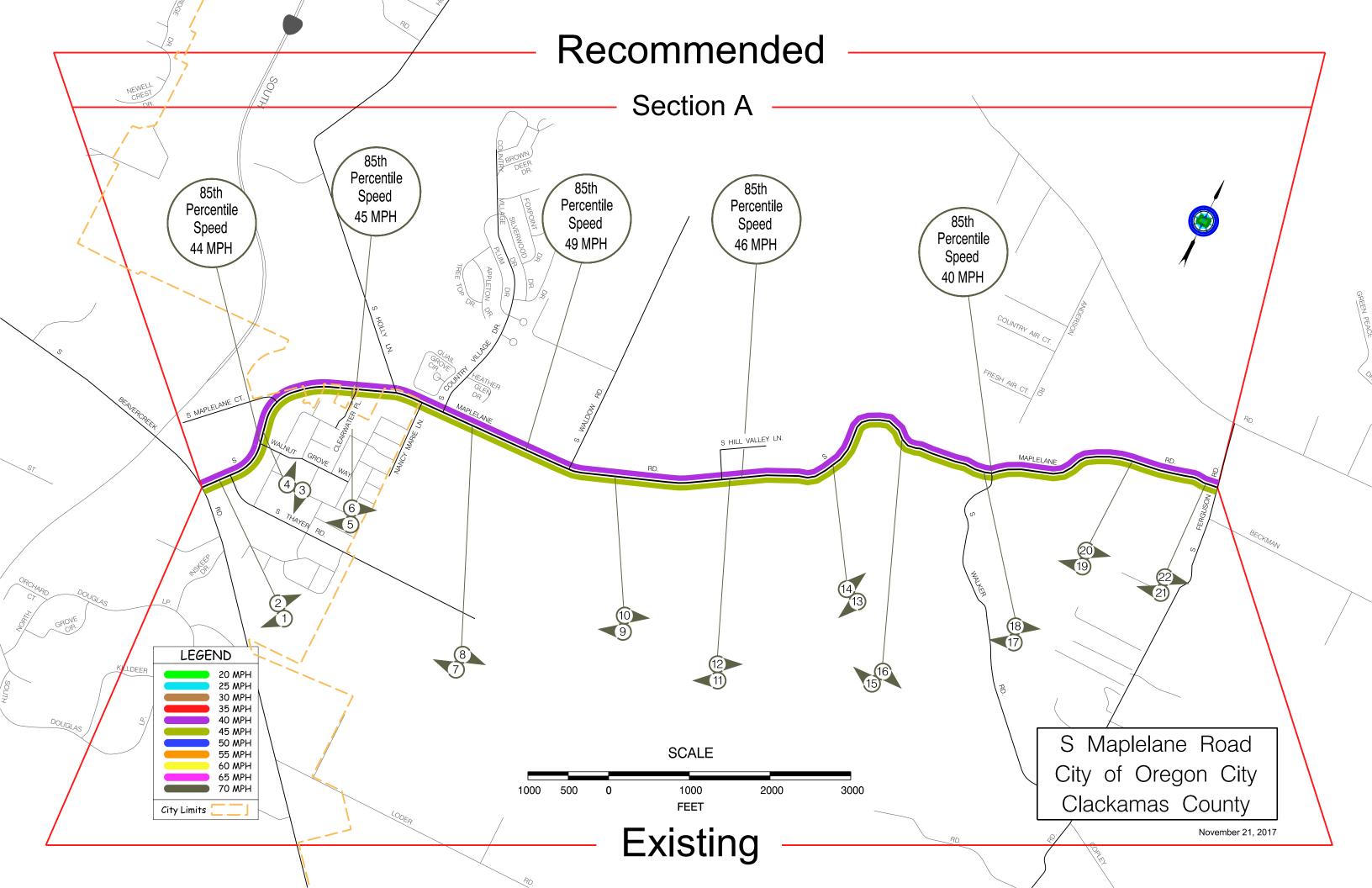
#### Factors Influencing Recommendation:

#### Section: A

- 1) Eighty fifth percentile
- 2) Pace limits

\_\_\_\_\_

- 3) Percentage in pace
- 4) Percentage exceeding posted speed



10-27-17



(1) Looking SW from 150 feet SW of S Thayer Rd.



(2) Looking NE from 150 feet SW of S Thayer Rd.

10-27-17



(3) Looking south from 150 feet north of Walnut Grove Way.



(4) Looking north from 150 feet north of Walnut Grove Way.



(5) Looking SW from 50 feet SW of Clearwater Place.



(6) Looking NE from 50 feet SW of Clearwater Place.

10-27-17



(7) Looking west from 400 feet east of S Country Village Drive.



(8) Looking east from 400 feet east of S Country Village Drive.



(9) Looking west from 0.11 mile east of S Waldo Road.



(10) Looking east from 0.11 mile east of S Waldo Road.



(11) Looking SW from 100 feet NE of S Hill Valley Lane.



(12) Looking NE from 100 feet NE of S Hill Valley Lane.

10-27-17



(13) Looking south from 0.27 mile NE of S Hill Valley Lane.



(14) Looking north from 0.27 mile NE of S Hill Valley Lane.



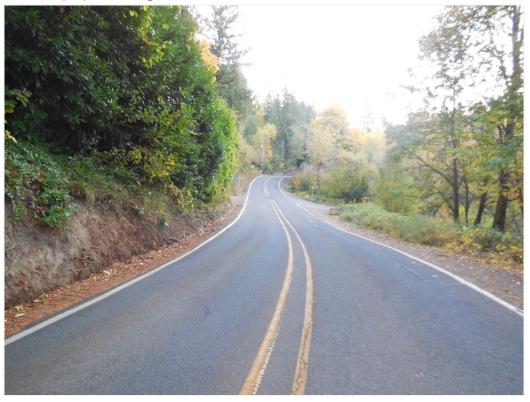
(15) Looking NW from 0.23 mile west of S Walker Road.



(16) Looking east from 0.23 mile west of S Walker Road.



(17) Looking west from 100 feet SW of S Walker Road.



(18) Looking NE from 100 feet SW of S Walker Road.

10-27-17

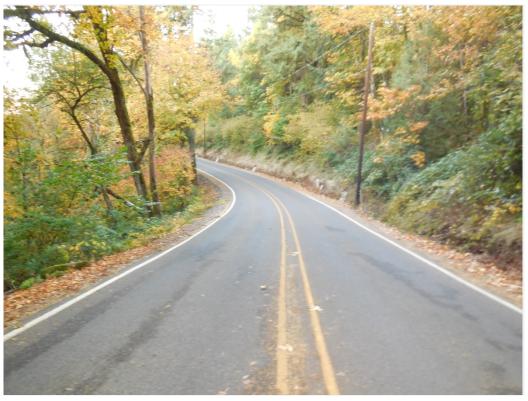


(19) Looking west from 0.21 mile west of S Ferguson Road.



(20) Looking east from 0.21 mile west of S Ferguson Road.

10-27-17

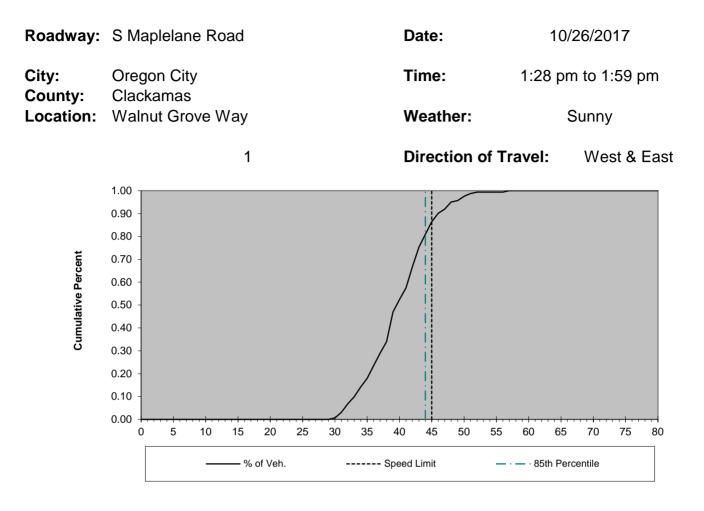


(21) Looking west from 150 feet west of S Ferguson Road.

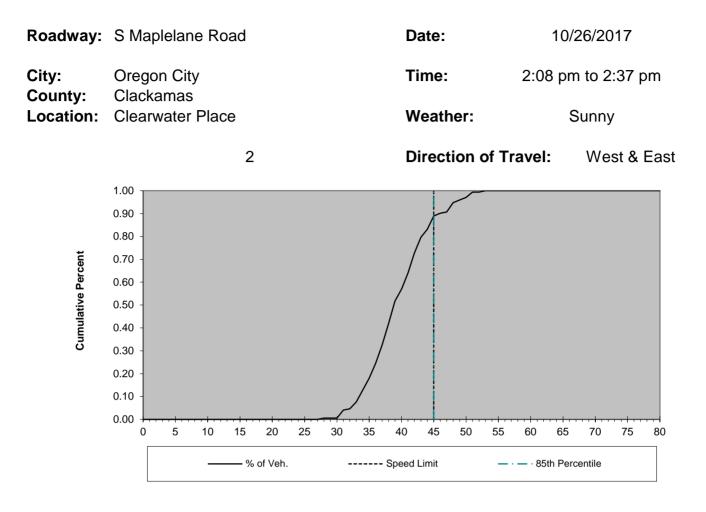


(22) Looking east from 150 feet west of S Ferguson Road.

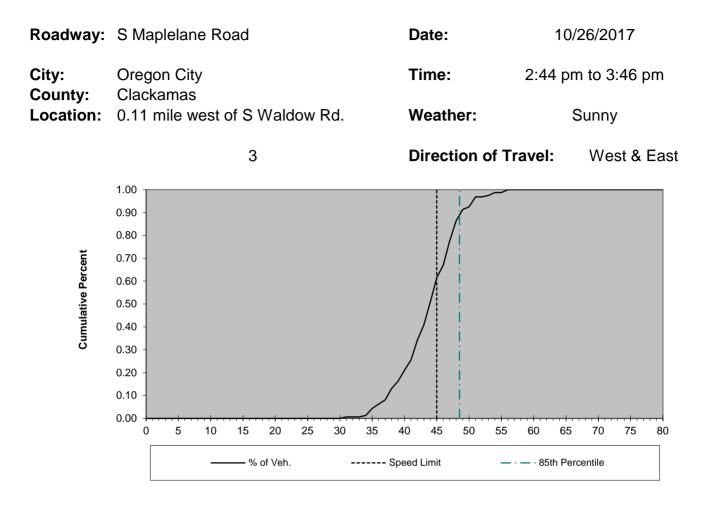
| MO                            | TOR V | ΈH    | ICL     | ЕC       | RASH                 | LISTIN                  | ١G                |         |               |                   |            |         |               |                       |       |           |                       |                |                 |
|-------------------------------|-------|-------|---------|----------|----------------------|-------------------------|-------------------|---------|---------------|-------------------|------------|---------|---------------|-----------------------|-------|-----------|-----------------------|----------------|-----------------|
| Roadway S Maple Lane Road     |       |       |         |          |                      | Collisio                | on Ty             | рe      |               |                   |            |         |               |                       | Clas  | sific     | ation                 |                |                 |
| Route Number N/A              |       |       |         |          |                      |                         | ents              |         |               | jec               |            |         |               | NS                    |       |           |                       |                | 5               |
| City Oregon City              |       |       |         |          |                      |                         | me                |         | ç             | qo                |            |         | ns            | ō                     |       |           | ge                    | ed             | Iree            |
| County Clackamas              |       |       |         |          | Ø                    | <del>ر</del> م          | ove               |         | sio           | ler               | L          |         | eoi           |                       |       | _         | naç                   | Cill           | nju             |
| From S Beavercreek Road       |       |       | ç       | рс       | ip€<br>g             | ^ip€<br>kin             | Š                 | 5       | illi          | Oth               | ria        | g       | an            |                       |       | ıtal      | )an                   | s<br>Z         | sl              |
| To S Ferguson Road            |       | e     | 음       | ē        | ŝw                   | sw                      | ing               | inç     | ŏ             | о-р               | est        | kin     | Sell          | ŭ                     | _     | Ц         |                       | uo<br>0        | uo              |
| 1/1/2013 <b>to</b> 12/31/2015 | Year  | Angle | Head-on | Rear-end | Sideswipe<br>Meeting | Sideswipe<br>Overtaking | Turning Movements | Parking | Non-Collision | Fixed-Other Objec | Pedestrian | Backing | Miscellaneous | <b>ALL COLLISIONS</b> | Fatal | Non-Fatal | Prop. Damage          | Persons Killed | Persons Injured |
| Section A                     | 2015  |       |         | 2        |                      |                         | 3                 |         |               | 6                 |            |         |               | 11                    |       | 8         | 3                     |                | 33              |
| From S Beavercreek Road       | 2014  |       |         |          | 2                    |                         |                   |         |               | 3                 |            |         |               | 5                     |       | 2         | 3                     |                | 2               |
| To S Ferguson Road            | 2013  |       |         | 3        |                      |                         | 2                 |         |               | 2                 |            |         |               | 7                     |       | 4         | 3                     |                | 7               |
|                               | Total |       |         | 5        | 2                    |                         | 5                 |         |               | 11                |            |         |               | 23                    |       | 14        | 9                     |                | 42              |
|                               |       |       |         |          |                      |                         |                   |         |               |                   |            |         |               | 0                     |       |           |                       |                |                 |
|                               |       |       |         |          |                      |                         |                   |         |               |                   |            |         |               | 0                     |       |           |                       |                |                 |
|                               |       |       |         |          |                      |                         |                   |         |               |                   |            |         |               | 0                     |       |           |                       |                |                 |
|                               | -     |       |         |          |                      |                         |                   |         |               |                   | _          |         |               | 0                     |       |           |                       |                |                 |
|                               |       |       |         |          |                      |                         |                   |         |               |                   |            |         |               | 0                     |       |           |                       |                |                 |
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|                               | -     |       |         |          |                      |                         |                   |         |               |                   |            |         |               | 0                     |       |           |                       |                |                 |
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|                               |       |       |         |          | Con                  | npiled By               | :                 | Mike    | e Birc        | h                 |            |         |               | Da                    | te:   | Nov       | /embe                 | r 21, 2        | 2017            |



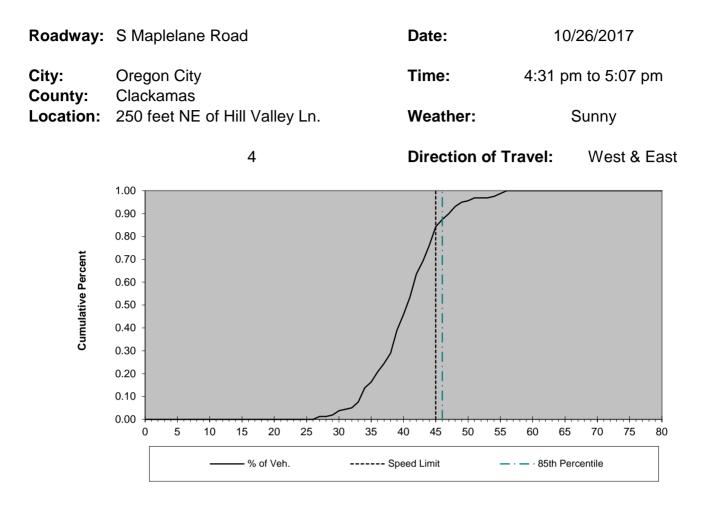
|                    | мрн<br><u>Westbound</u> | Averaged | мрн<br>Eastbound |
|--------------------|-------------------------|----------|------------------|
| # of Vehicles      | 85                      | 162      | 77               |
| 85th % Speed       | 47                      | 44       | 41               |
| Pace Limits        | 39 - 48                 | 35 - 44  | 31 - 40          |
| % In Pace          | 87%                     | 84%      | 82%              |
| Mean Speed         | 43.00                   | 40.15    | 37.30            |
| Median Speed       | 43                      | 40       | 37               |
| Std. Dev.          | 3.99                    | 5.00     | 4.25             |
| Max Speed          | 57                      | 57       | 51               |
| Posted Speed       | 45                      | 45       | 45               |
| % Exceeding Posted | 21%                     | 13%      | 5%               |



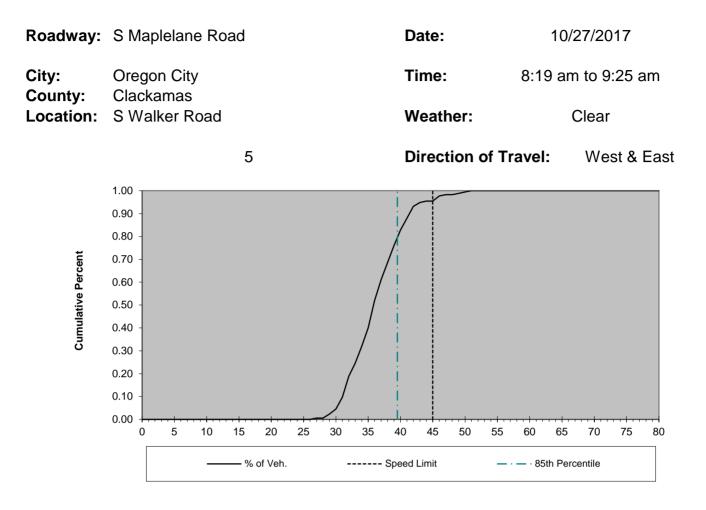
| # of Vehicles      | <mark>мрн</mark><br><u>Westbound</u><br>89 | Averaged<br>172 | <mark>мрн</mark><br><u>Eastbound</u><br>83 |
|--------------------|--|-----------------|--|
| # OF VEHICIES      | 09   | 172             | 03   |
| 85th % Speed       | 46   | 45              | 44   |
| Pace Limits        | 34 - 43                                    | 34 - 43         | 34 - 43                                    |
| % In Pace          | 67%  | 72%             | 77%  |
| Mean Speed         | 40.34                                      | 39.86           | 39.39                                      |
| Median Speed       | 40   | 39.5            | 39   |
| Std. Dev.          | 5.32                                       | 4.82            | 4.20                                       |
| Max Speed          | 53   | 53              | 50   |
| Posted Speed       | 45   | 45              | 45   |
| % Exceeding Posted | 16%  | 11%             | 6%   |



|                    | мрн<br><u>Westbound</u> | Averaged | мрн<br>Eastbound |
|--------------------|-------------------------|----------|------------------|
| # of Vehicles      | 75                      | 161      | 86               |
| 85th % Speed       | 49                      | 49       | 48               |
| Pace Limits        | 40 - 49                 | 40 - 49  | 39 - 48          |
| % In Pace          | 79%                     | 75%      | 72%              |
| Mean Speed         | 44.73                   | 44.15    | 43.57            |
| Median Speed       | 45                      | 44.5     | 44               |
| Std. Dev.          | 4.60                    | 4.54     | 4.44             |
| Max Speed          | 56                      | 56       | 54               |
| Posted Speed       | 45                      | 45       | 45               |
| % Exceeding Posted | 44%                     | 39%      | 34%              |



|                    | мрн<br><u>Westbound</u> | Averaged | мрн<br>Eastbound |
|--------------------|-------------------------|----------|------------------|
| # of Vehicles      | 76                      | 159      | 83               |
| 85th % Speed       | 44                      | 46       | 48               |
| Pace Limits        | 34 - 43                 | 36 - 45  | 38 - 47          |
| % In Pace          | 67%                     | 73%      | 78%              |
| Mean Speed         | 38.26                   | 40.80    | 43.34            |
| Median Speed       | 38                      | 40       | 42               |
| Std. Dev.          | 5.00                    | 5.47     | 4.73             |
| Max Speed          | 49                      | 56       | 56               |
| Posted Speed       | 45                      | 45       | 45               |
| % Exceeding Posted | 4%                      | 15%      | 27%              |



| # of Vehicles      | <mark>мрн</mark><br><u>Westbound</u><br>100 | Averaged<br>175 | <mark>мрн</mark><br><u>Eastbound</u><br>75 |
|--------------------|---|-----------------|--|
| 85th % Speed       | 42  | 40              | 37   |
| Pace Limits        | 34 - 43                                     | 32 - 41         | 29 - 38                                    |
| % In Pace          | 82%   | 87%             | 92%  |
| Mean Speed         | 38.72                                       | 36.33           | 33.93                                      |
| Median Speed       | 38  | 36              | 34   |
| Std. Dev.          | 4.03  | 4.27            | 2.83                                       |
| Max Speed          | 51  | 51              | 41   |
| Posted Speed       | 45  | 45              | 45   |
| % Exceeding Posted | 8%  | 4%              | 0%   |