



JACKSON COUNTY

Roads

Roads

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TRAFFIC SAFETY ADVISORY BOARD MEETING MINUTES May 8, 2015

In attendance:

Catherine Henrichs	Griffin Creek Area Citizen Representative
Jerry Lehman	Ashland Area Citizen Representative
Commissioner Colleen Roberts	Jackson County Commissioner
Dan Roberts	ODOT
Bikram Kahlon	City of Medford
Dace Cochran	Jackson County Sheriff
Mike Kuntz	Jackson County Roads
J Domis	Jackson County Roads

Mike Kuntz called the meeting to order at 9:35 a.m.

Minutes from the April 10, 2015 meeting were approved as submitted. Catherine shared she appreciates the occasional photos inserted as they help with understanding some things.

Dace Cochran

- Starting a 2-week seat belt blitz on May 18 followed by a DUI saturation patrol to start off the summer drive season.
- The Traffic Team was able to help out with a couple of fatal crashes which occurred within other jurisdictions.
- Brought handout of Reader Board Stats – see attached Exhibit A.
- Why are there rumble strips in the middle of Hwy 62 north of Eagle Point? Dan Roberts shared there was a large push toward rumble strips since it is a very effective and low cost solution. Bicyclist’s concerns and noise complaints have slowed the implementation in many areas. Centerline rumble strips are bothersome when trying to pass due to noise and vibration. There is a concern the annoyance may contribute to an irrational decision.



Dan Roberts

- ODOT construction manager (Tim Fletcher) has been contacted about the issue related to concrete medians not showing up at the North Phoenix/Grove Road (see April 10, 2015 minutes where issue was reported). ODOT will be looking into increasing the visibility of these medians by using contrast striping as well as other treatments. Contrast striping is 4” white or yellow stripes with 3” black stripes on either side. This makes the white or yellow stripe show up much better on light surfaces such as concrete. (Examples below are for symbol markings at East McAndrews and Crater Lake Ave. in Medford – note the definite black edge)



- Reported that Dan Dorrell looked intensively at Garfield Street and Hwy 99 regarding the right turn movement. Dan D. involved people from ODOT Salem as well as rail folks to observe. In their observations approximately 50% of vehicles are going straight. Any changes to current may decrease safety for other reasons so no changes will be made.
- Rumble strips have been a large part of his life for some time. For example, rumble strips were being considered along Hwy 199 from Grants Pass toward the coast. Due to noise concerns, none were considered within 600’ of a house, therefore removing 80% of the possible installation locations. There is now focused attention on centerline rumble strips and moving away from edge/shoulder rumble strips in certain applications. ODOT has tried to balance concerns – rumble strips are HIGHLY effective, yet neighbors and roadway users don’t like them many times.
- Shady Point School on Hwy 62 near Hwy 234 – flashing beacon during morning and afternoon hours with school sign and 500 feet ahead rider will be installed. No reduced speed, but just a warning sign. It is hoped this installation will bring mutual benefit to stakeholders and be a good solution on rural roadways where school facilities are located.



Colleen Roberts

- Liason to City Counsel of Butte Falls. Recent fatality on Butte Falls Road has raised awareness in the community about traffic safety. They are looking for reader board assistance to help in area between cattle guard and school. Dace shared that Rhonda Jones (541.774.6809) is the coordinator and can be contacted to submit a request for reader board placement.

Jerry Lehman

- East Main (Hwy 66) bridge over I5 in Ashland still has some potholes. Mike Kuntz has emailed ODOT and it is on their list to repair. Jurisdiction can sometimes be confusing where the local road crossing is not ODOT. If there is pavement on top of the concrete deck it can fall to the local jurisdiction for repair, but in this case it is part of the concrete structure of the bridge so ODOT will repair.
- Reiten Drive is marked up quite a bit with paint – wondering what may be happening. Last year did a lot of inlay patches. This appears to be some blade patch planning based on report of “arrows” to mark the patches. The images below show typical markings our maintenance crews will make related to asphalt patching work.



Arrows, and sometimes the use of “B/P”, indicate a blade patch – an area where an asphalt patch is applied over a general area to usually improve ride quality. The new asphalt is spread by use of a motor grader using the blade.

The solid white line (usually perpendicular to the travel lane as shown to the right) followed by some dashed lines and another solid line indicate a grind/inlay patch. These asphalt patches are accomplished by grinding out the deteriorated asphalt and replacing with new and look like the image below when completed.



- Speed limits on I5 Siskiyou pass still need to move. Dan R. recalls it being approved, but no changes yet. ODOT has been focused on north side of pass changes. Another option being considered into the future is variable speed limits. This would allow speed limit to be temporarily reduced due to driving conditions and would be communicated clearly and enforceable by using signs which can be changed via software. ODOT is looking at this as an option to improve safety.



Catherine Henrichs

- Heard a concern from a citizen who lives near North Medford High School. Needing help with enforcement of no parking signs in effect during school hours. Some confusion of why citizen was instructed to only call City for enforcement during the actual limited hours. Bikram shared it would be the code enforcement division to handle any requests. Reports need to be made at actual time when the violation is occurring where enforcement can be accomplished. It appears the City does not take general requests to have parking enforcement improved in a general area – they need specifics of a violation occurring at the actual time.
- Comments were made regarding safety features in new cars. New “lane indicators” will help monitor if you cross a line. Car dealer indicated it followed a magnetic strip in the paint or thermoplastic. Mike K. and Dan R. both agreed there is nothing in paint or thermoplastic which could accomplish this. Dan shared the current technology is video-related and even contrast is now detectable to help distinguish between a white versus a yellow line. Also, while changing lanes using the turn signal the navigation/video screen helps display and look for potential obstructions in the blind spot.
- Need to get an update from Alex G. with City of Medford regarding a look at the timing of the lights along Barnett near Medical Center Drive. Short distances/ped signs/running red light issue. Bikram will check with Alex. Adaptive system is possibly coming, but no time soon. Adaptive signals communicate with one another on the corridor and signal timing changes on the fly. Dan said pedestrian calls take priority to try to move them quickly.
- Regarding the MUTCD – why not more standardization across states? Mike K shared that states can make supplements to the MUTCD, but they must be approved by FHWA. On most levels we have standardization. Also, even local jurisdictions such as cities and counties can make some determinations on their own such as a special sign to address a specific application/need.

- Speed laws are being considered by legislature – what does this mean? Current proposed legislation would only increase speed limits on specific routes in the Eastern Oregon region. Current law does allow ODOT to increase the speed limit on I5, however they have chosen not implement any changes.
- The topic of pedestrian safety and laws was discussed in general. All jurisdictions continue to look for effective ways of handling pedestrians. Dan shared a recent example of improvements along Hwy 199 in Cave Junction at a mid-block crossing. Sadly some pedestrians don't choose to use the new improvements and cross without pressing buttons which activate the rapid flashing beacons (RFB's) to help alert motorists that someone is crossing. Bikram reported similar lack of use from some pedestrians at the Riverside Ave/9th Street crossing.



Bikram Kahlon

- Shared some details of Adaptive Timing and how it can be used in a corridor to answer Catherine's question above.

Mike Kuntz

- Provided a handout related to the topic of speed limits and how they are signed which illustrates the differences in whether the word "LIMIT" is used or not (attached as Exhibit B). Oregon is unique due the ORS language and how it is interpreted, therefore we will see variations within our state as well as when compared to neighboring states.
- School on South Stage Road near Arnold Lane has been inquiring about speed around their facility. In part this issue is related to their driveway access points and sight distances associated with them. Currently the location is signed as a school, but without the associated speed zone.



Meeting Adjourned: 10:47 a.m.

Next Meeting: June 12, 2015 9:30 a.m.

Reader Board Stats

EXHIBIT A

APRIL 2015

Location	Date	Speed Limit	Vehicle count	Violations	0-5 over	6-10 over	11-15 over	16-20 over	21-25 over	25 + over
West Main	04/03/2015	40	395	211	161	40	9	1		
Madrona Lane	04/04/2015	35	59	5	5					
Griffin Creek Elem.	04/06/2015	20	219							
Rogue River Dr. lower	04/09/2015	25	208	61	55	4	2			
Colver Road	04/10/2015	40	463	185	106	63	13	3		
Hwy 234 & 3rd Gold Hill	04/11/2015	25	440	119	155	68	11			
J-ville North	04/12/2015	25	212	171	36	5				
Madrona Lane	04/13/2015	35	91	19	3					
Shady Cove North	04/16/2015	35	580	414	213	143	50	7	1	
Division Road	04/24/2015	25	408	222	174	40	5	3		
1064 hwy 238 J-ville	04/25/2015	45	467	216	160	52	3		1	
Madrona Lane	04/27/2015	35	28	7	6	1				
Gold Hill Elem.	04/28/2015	20	439	90	146	113	38	3	1	
Rogue River DR S.C.	04/30/2015	25	195	145	74	45	16	9		1

EXHIBIT B

Chapter 3: Regulatory Signs

2B.13 Speed Limit Sign (R2-1)

The SPEED XX (OR2-1) sign is to be used for posting of all non-interstate speed zones that do not fall within city limits or designated school zones.

In keeping with legislative changes which establish speeds on interstate highways as speed limits (see ORS 810.180), all speed signs installed on Oregon interstates shall be SPEED LIMIT XX (R2-1) signs. This applies only to interstates (I-5, I-82, I-84, I-105, I-205 and I-405) and not to other state highways.

Per ORS 811.111, all speed signs installed at school zones shall be SPEED LIMIT 20 (R2-1) signs.

All speed zones that fall within city limits shall be posted with SPEED LIMIT XX (R2-1) signs.

Slow Moving Traffic Lane Signs

The normal signing where an extra lane has been constructed to provide opportunities to pass is as follows:

1. PASSING LANE ONE MILE (D17-2 modified) may be installed to advise motorists of a passing lane approximately the designated distance ahead. It should not be used in advance of a slow moving vehicle turnout.
Minimum Size 42" x 42"
2. 2B-28 DO NOT PASS (R4-1) should be installed approximately 1000 feet in advance of the taper that begins the passing lane.
Minimum Size 36" x 48"
3. 2B-30 KEEP RIGHT EXCEPT TO PASS (R4-16) should be installed where the passing lane attains full width or at the beginning of the first skip stripe.
Minimum Size 36" x 48"
4. 2B-29 PASS WITH CARE (R4-2) may be installed in the two-lane section approximately 1000 feet beyond the end of the taper (if sight distance is adequate to permit passing).
Minimum Size 24" x 30"
5. YIELD CENTER LANE TO UPHILL TRAFFIC (OR4-11) may be installed facing downhill traffic at the point where the downhill no passing zone ends. A DO NOT PASS (R4-1) may be installed, on each side of the roadway if necessary, facing downhill traffic at the beginning of the next downhill no passing zone.
Minimum Size 60" x 36"