

Traffic Report

**US26: Wildwood – Wemme Sec.
Mt. Hood Highway
M.P. 38.75 – M.P. 40.01
Clackamas County
Key #12840**

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May 9, 2006

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EXECUTIVE SUMMARY

The purpose of this traffic study is to analyze traffic safety and operations on the Mt. Hood Highway between Camino Rio Drive and Arrah Wanna Boulevard for the (i) Existing Conditions, (ii) Future 2030 No Build Alternative, and (iii) Future 2030 Build Alternative. The present lane configuration on the Mt. Hood Highway in the project area is two travel lanes in each direction. There is currently no left turn lane or refuge for vehicles attempting a left turn off the highway across two lanes of traffic. The lack of a left turn lane or refuge leaves vehicles exposed to oncoming and overtaking traffic, creating safety concerns. The "US26: Wildwood – Wemme" project proposes to construct a continuous left turn median to improve traffic safety. It will widen the highway to the north to accommodate four 12-foot travel lanes, a 14-foot left turn median and 8-foot shoulders.

The study area is bounded by Camino Rio Drive in the west and Arrah Wanna Boulevard in the east. Turning movement counts were collected at eight intersections within the study area in June 2005. Under 2005 existing conditions, all intersections operate acceptably with low volume-to-capacity (v/c) ratios for the minor street approaches. Analysis of the crashes reported between January 2000 and December 2004 reveals that there have been a number of crashes in this section that could be attributed to the lack of a left turn median on the highway.

Under the 2030 No Build Alternative, all study area intersections would continue to operate with low v/c ratios. However, from a traffic safety perspective, safety problems would continue to worsen in the future with traffic growth in the corridor. Left-turning movements from and to the highway would become increasingly difficult to make. The number of rear-end, turning, head-on and sideswipe crashes would be expected to rise.

Analysis of the Build Alternative shows that all study intersections would operate with low v/c ratios. The Build Alternative would provide for safe left turns accessing to and from US26 for local residences and businesses. It would reduce the number and severity of accidents. It would enhance the overall traffic safety and improve operational efficiency in the corridor.

1 INTRODUCTION

1.1 PURPOSE AND BACKGROUND

The purpose of the “US26: Wildwood – Wemme” project is to improve safety on the Mt. Hood Highway (US26) between Camino Rio Drive and Arrah Wanna Boulevard. The project will construct a continuous left turn median between the two intersections. Safety improvements are needed because numerous driveways and streets access US26 in this section, creating a safety hazard for vehicles making left turns onto and from the highway. Motorists making left turns from the highway are required to stop in the inside through lane to wait for a gap in oncoming traffic while those turning left onto the highway have no median refuge to enter. This section of highway has a history of accidents of the types that could be prevented by constructing a median on the highway to improve traffic safety.

1.2 REPORT DESCRIPTION

This study analyzes traffic safety and operations on the Mt. Hood Highway within the project limits from M.P. 38.75 to M.P.40.01 for the following three conditions:

- (1) Existing Conditions
- (2) Future No Build Alternative
- (3) Future Build Alternative

2 EXISTING CONDITIONS

The analysis of the Existing Conditions is based on data collected in June 2005 and current intersection lane configurations and traffic control.

2.1 STUDY AREA

The project begins near the Wildwood Inn and ends at the rural community of Wemme. The study area is bounded by Camino Rio Drive in the west and Arrah Wanna Boulevard in the east. The study area includes the following intersections:

- US26 @ Camino Rio Drive (Mt. Hood Village Inn)
- US26 @ Wemme Trail Road (west end)
- US26 @ Mountain Air Drive
- US26 @ Wemme Trail Road (east end)
- US26 @ Wildwood Recreational Park
- US26 @ Latarelle Avenue
- US26 @ Wildwood Avenue
- US26 @ Arrah Wanna Boulevard

A vicinity map is provided in Figure 1.

2.2 EXISTING LAND USE

The land use in this area consists of a mixture of rural residential, commercial, church, and park use. The residences within the project limits are located along the highway. Access to those residences is provided through the use of several driveways and local streets. The homes to the south of the highway are closest to the present alignment. The project also includes the Mt. Hood Village shopping center near M.P. 38.7, a motel near M.P. 39.1, The Whistle Stop near M.P. 39.6, the Woodland Church near M.P. 39.9, and the Rendezvous Restaurant and Tap Room in the community of Wemme at M.P. 40.0.

2.3 TRANSPORTATION FACILITIES

2.3.1 Roadway Network

According to the 1999 Oregon Highway Plan, Mt. Hood Highway (US26) is a Statewide Highway. It is a designated Freight Route and a part of the National Highway System. The highway is functionally classified as a Rural Principal Arterial in the ODOT Highway Design Manual.

Mt. Hood Highway is a four-lane facility with two travel lanes in each direction. The highway runs east-west along the project section and turns north at the Warm Springs Highway interchange located approximately seventeen miles east of Wemme. It serves as a major link from Portland in the west to Mt. Hood recreation areas, Central Oregon and the Hood River Valley.

Arrah Wanna Boulevard is classified as a Collector Street in the November 2000 Clackamas County Rural Transportation System Plan. All other side streets intersecting the highway in the study area are classified as Local Streets.

2.3.2 Bicycle Facilities

There is no separate bike path in the project area. The existing 6-foot roadway shoulders are available for bicycle travel.

2.3.3 Pedestrian Facilities

Pedestrians currently use the existing local streets, roadway shoulders and pedestrian trails parallel to the highway for circulation. The major local streets include Wemme Trail Road and Oregon Street, which are located along the north side of the highway.

Wemme Trail Road is a narrow gravel road. The main access to Wemme Trail Road is provided through Mountain Air Drive, which intersects the highway at M.P. 39.02. Oregon Street is a paved road located approximately 1,000 feet east of Wemme Trail Road. Access to Oregon Street is off of Latarelle Avenue and Wildwood Avenue.

There is also a pedestrian trail located on the north side of the highway between Wildwood Avenue and the Hoodland Church, which is located approximately 250 feet west of Elm Avenue. The trail runs parallel to US26 and is located south of Oregon Street.

2.3.4 Public Transit

The only regularly scheduled public transportation serving the corridor from Sandy to Rhododendron is the Mountain Express with six scheduled buses each weekday. Service is provided twice in the morning and four times in the afternoon. In the vicinity of the Wildwood and Wemme community, buses stop on demand at the Brightwood Store, Mt. Hood Village and Welches Road. There is no bus service on weekends or holidays.

2.4 TRAFFIC SAFETY

2.4.1 Crash History

An analysis of the reported accidents on the Mt. Hood Highway in the project section between M.P. 38.75 and M.P. 40.01 was performed for the five-year period from 2000 through 2004. Table 2-1 provides a summary of the accidents by type and severity. A collision diagram is depicted in Figure 2.

Table 2-1: 5-YEAR (2000-2004) TRAFFIC CRASH SUMMARY									
Mt. Hood Highway (US26)									
Highway Section	Rear-end	Fixed-Object	Turn-ing	Head-on	SS-M	SS-O	Nonc.	Other	Total
Mt. Hood Highway, M.P. 38.75 - M.P. 40.01	4	3	1	1	1	1	1	1	13
Crash Severity									
Fatality	Injury A (Major)	Injury B (Intermediate)	Injury C (Minor)	Property Damage Only	Total				
1	1	3	2	6	13				

Nonc. = Non-collision
 SS-M = Sideswipe-Meeting
 SS-O = Sideswipe-Overtaking

Injury A – Major (bleeding, broken bones, etc.)
 Injury B – Intermediate (bruises, swelling, etc.)
 Injury C – Minor (complaints of pain)

As shown in Table 2-1, there were a total of thirteen reported crashes. Most of the crashes were rear-end and fixed-object collisions. Three of the four rear-end crashes involved vehicles waiting to turn left from the highway and getting rear-ended by vehicles traveling in the same direction. The other rear-end collision occurred in the westbound direction between Latarelle Avenue and Wildwood Avenue. Two of the three fixed-object crashes involved motorists who were fatigued and fell asleep at the wheel. One of these two crashes resulted in a vehicle hitting a tree and the other resulted in a vehicle running off the road and into a ditch. The third fixed-object crash involved a driver who lost control of the vehicle while attempting a maneuver to avoid hitting an object on the roadway.

There were also one turning, one head-on and two sideswipe crashes. Most of the reported crashes that occurred in the project section were attributed to the lack of a left turn refuge on

the highway. Construction of a left turn median on the Mt. Hood Highway would reduce rear-end, turning, head-on and sideswipe crashes.

2.4.2 Crash Severity/Crash Rate

In assessing accident severity, there were: one fatal accident, one major injury accident; three intermediate injury accidents; two minor injury accidents; and six property damage only accidents. The fatal crash was a head-on collision that occurred at Elm Avenue. The crash involved a westbound vehicle that collided with an eastbound vehicle while traveling on the wrong side of the road. The driver of the westbound vehicle was killed. There was no indication as to why the driver of the westbound vehicle crossed over to the eastbound side of the highway.

The computed accident rate for the project section over the five-year study period is 0.47 accident per million vehicle miles traveled. This is lower than the 2004 statewide average accident rate of 0.62 accident per million vehicle miles traveled on similar Rural Principal Arterials.

2.4.3 SPIS Ratings

The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying high accident locations on state highways based on accident data over a three-year period and is comprised of three components: accident frequency, accident rate, and accident severity. There are no top ten percent SPIS sites in the project section. The highest 2004 SPIS value (2001-2003 crash data) is 9.81, which is below the 2004 value of 44.49 for the top 10% sites.

2.5 SPEED DATA

The posted speed on the Mt. Hood Highway within the project limits (M.P. 38.75 – M.P. 40.01) is 45 mph. The posted speed for the adjacent section to the east from M.P. 40.01 to M.P. 43.97 near Rhododendron and the adjacent section to the west from M.P. 38.65 to M.P. 38.75 is also 45 mph. Further west, the highway has a posted speed of 55 mph.

A speed check was conducted on the Mt. Hood Highway at M.P. 39.11, approximately 475 feet east of Mountain Air Drive on May 27, 2005. The 85th percentile speed was determined to be 55 mph. Based on the roadway geometry and characteristics, 85th percentile operating speed and traffic volumes, a design speed of 70 mph would be appropriate for the development of the proposed project.

2.6 TRAFFIC VOLUMES

2.6.1 Daily Traffic

In the project area, US26 carries approximately 12,100 vehicles daily, with trucks accounting for ten percent of the traffic.

2.6.2 Intersection Counts

Existing weekday and weekend p.m. peak hour turning movement counts were collected on June 22 and 26, 2005 between 2:00 p.m. and 5:00 p.m. at the following intersections.

- US26 @ Camino Rio Drive (Mt. Hood Village Inn)
- US26 @ Wemme Trail Road (west end)
- US26 @ Mountain Air Drive
- US26 @ Wemme Trail Road (east end)
- US26 @ Wildwood Recreational Park
- US26 @ Latarelle Avenue
- US26 @ Wildwood Avenue
- US26 @ Arrah Wanna Boulevard

The weekday and weekend p.m. peak hours were determined to occur from 3:30 p.m. to 4:30 p.m. and from 3:00 p.m. to 4:00 p.m., respectively. The 2005 weekday and weekend p.m. peak hour traffic volumes are presented in Figures 3 and 4. As shown in these figures, the weekend traffic volumes on the highway are significantly higher than those occurring on weekdays, especially in the westbound direction. As a result, the critical peak period was determined to be the weekend p.m. peak hour. For the purposes of this traffic study, only the weekend p.m. peak hour traffic volumes were analyzed. Traffic volumes on most minor streets are low. Camino Rio Drive has the highest volume approaching the highway.

2.6.3 Applying Seasonal Factors

Due to the seasonal fluctuations in traffic volumes on the highway in the project area, the June weekend p.m. peak traffic counts were adjusted to reflect the 30th highest hour volumes of the year. The seasonal adjustment was made based on data collected from the Automatic Traffic Recorder at the Rhododendron Station for the five year period from 2000 through 2004. Calculation of the seasonal adjustment factor is illustrated in Appendix A. The adjusted weekend p.m. peak hour volumes for the Existing Conditions are shown in Figure 5.

2.7 INTERSECTION OPERATIONS

2.7.1 Intersection Lane Configurations and Traffic Control

All side street approaches to the highway are under stop control. There is an existing left turn lane on the highway at its intersections with Camino Rio Drive at the west end of the project and Arrah Wanna Boulevard at the east end. In addition, there is a dedicated right turn lane for eastbound traffic at Camino Rio Drive. The existing lane configurations at the study intersections are shown in Figure 5.

2.7.2 Traffic Operations Analysis Methodology

The traffic study utilizes the 2000 Highway Capacity Software by McTrans using methods for analyzing Two-Way Stop-Controlled Unsignalized Intersections based on procedures outlined in the 2000 Highway Capacity Manual.

Another measure of effectiveness referred to as “control delay” is used to determine the level of service (LOS), which is a standardized scale used to describe the performance of an intersection approach. The LOS rating ranges from “A” to “F”, with LOS “A” representing the best operation and LOS “F” representing the poorest operation. Table 2-2 provides the level of service criteria for stop-controlled intersections.

Table 2-2: Level of Service Criteria	
Level of Service	Control Delay (seconds/vehicle)
	Unsignalized Intersections
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Note: The LOS criteria are based on control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Source: Transportation Research Board, Highway Capacity Manual, 2000, P. 17-2 for unsignalized intersections.

In addition to calculating delay, the analysis also calculates volume-to-capacity (v/c) ratio for all stopped movements at the intersection. Although delays can sometimes be long for some movements at stop-controlled approaches, the v/c ratio may indicate that there is adequate capacity to process the demand for that movement.

2.7.3 Analysis Results

Table 2-3 provides the v/c ratios, average control delay, and resulting LOS for the critical movement of each intersection. The v/c ratios for all minor street approaches are very low due to the low volumes on the side streets.

Table 2-3: Existing 2005 Intersection Operations				
Intersection	Critical Movement	v/c ¹	Delay ² (sec)	LOS ³
	NB Left	0.13	22.5	C

	NB Right	0.05	10.7	B
US26 @ Wemme Trail Road (west end)	EB Left	0.01	11.8	B
	SB Lt & Rt	0.01	13.8	B
US26 @ Mountain Air Drive	EB Left	0.01	12.1	B
	SB Lt & Rt	0.06	31.5	D
US26 @ Wemme Trail Road (east end)	EB Left	0.00	-	-
	SB Lt & Rt	0.00	-	-
US26 @ Wildwood Recreational Park	WB Left	0.01	9.0	A
	NB Lt & Rt	0.10	21.9	C
US26 @ Latarelle Avenue	EB Left	0.01	12.1	B
	WB Left	0.00	-	-
	NB LTR*	0.00	-	-
	SB LTR	0.07	41.4	E
US26 @ Wildwood Avenue	EB Left	0.01	12.1	B
	WB Left	0.00	-	-
	NB LTR	0.04	24.2	C
	SB LTR	0.07	36.0	E
US26 @ Arrah Wanna Boulevard	EB Left	0.02	12.1	B
	WB Left	0.01	9.0	A
	NB LTR	0.06	15.1	C
	SB LTR	0.07	24.6	C

1- v/c = volume-to-capacity ratio for the critical movement.

2- Delay = Average vehicle delay in seconds for the critical movement.

3- LOS = Level of Service for the critical movement based on the average vehicle delay.

*LTR = Shared left turn/through/right turn movement.

3 NO BUILD ALTERNATIVE

The No Build Alternative is required by State and Federal regulations to be evaluated in an Environmental Assessment. The No Build Alternative provides a baseline for comparison to the Build Alternative.

The No Build Alternative would provide no improvements to the Mt. Hood Highway within the study area. It does, however, consider the projects described below that are planned to be completed by the Design Year 2030.

3.1 HIGHWAY PROJECTS

- (1) US26: Salmon River Bridge – Wildwood (M.P. 37.20 – M.P. 38.75), key #13713
- (2) US26: Wemme – E. Lolo Pass Road (M.P. 40.01 – M.P. 41.60), key #13715
- (3) US26: Rhododendron – M.P. 49.20 (M.P. 44.15 - M.P. 49.20), key #13716

The three projects listed above are pavement preservation projects that will rehabilitate deteriorated pavement to maintain serviceability and extend the useable life. They are currently scheduled for construction in 2008.

(4) Multorpor Overpass (E. Multorpor Drive) Bridge (M.P. 53.51), key# 14287

This project will construct a new overpass structure that connects the north and south sides of Government Camp. The overpass structure will meet the current design standard for vertical clearance. It will also accommodate two travel lanes and include bike and pedestrian facilities. Construction is scheduled to begin in summer 2006.

3.2 LOCAL ROADWAY PROJECTS

Clackamas County has no plans for new local roads in the project area.

3.3 BICYCLE AND PEDESTRIAN FACILITIES

ODOT and Clackamas County have no plans to construct any new bicycle or pedestrian facility in the project area.

The Bureau of Land Management has no plans for significant developments adjacent to US26 other than the potential development of a trail to provide public passage as part of a potential community access trail system (part of the Barlow Trail Association concept).

The Barlow Trail Association is working on a potential bike and pedestrian trail system to eventually connect Portland to Government Camp. Portions of this conceptual trail could be located on one or both sides of US26 within the proposed project area.

3.4 PUBLIC TRANSIT

There are no plans to provide any additional public transit service in the corridor.

3.5 TRAFFIC VOLUME FORECAST

The November 2000 Clackamas County Rural Transportation System Plan and the October 2003 Government Camp Transportation System Plan were examined to help determine the projected growth in the corridor for the year 2030. In addition, traffic impact studies for two major private land use developments in Government Camp, namely, "Still Creek Development" and "Collins Lake Village Center" were also evaluated. Based on review of the planning documents and traffic impact studies as well as a discussion with Clackamas County staff, it was determined that an annual growth rate of 2.5% for the Mt. Hood Highway would be appropriate. An annual growth rate of 2% was used for the minor streets in the study area. The growth rates were applied to the existing critical weekend p.m. peak hour volumes to develop the 2030 peak hour volumes, which are displayed in Figure 6.

3.6 INTERSECTION OPERATIONS

Table 3-1 provides a summary of the analysis results for the study intersections under the No Build Alternative. The v/c ratios for all minor street approaches would remain low. Several intersections would experience relatively long delays due to the high volume of through traffic on the mainline.

Intersection				
	<i>Critical Movement</i>	<i>v/c</i> ¹	<i>Delay</i> ² (<i>sec</i>)	<i>LOS</i> ³
US26 @ Camino Rio Drive	WB Left	0.07	10.9	B
	NB Left	0.39	53.8	F
	NB Right	0.10	13.1	B
US26 @ Wemme Trail Road (west end)	EB Left	0.01	19.2	C
	SB Lt & Rt	0.01	21.5	C
US26 @ Mountain Air Drive	EB Left	0.03	20.3	C
	SB Lt & Rt	0.38	>120	F
US26 @ Wemme Trail Road (east end)	EB Left	0.00	-	-
	SB Lt & Rt	0.00	-	-
US26 @ Wildwood Recreational Park	WB Left	0.02	10.8	B
	NB Lt & Rt	0.63	101.8	F
US26 @ Latarelle Avenue	EB Left	0.02	20.0	C
	WB Left	0.00	-	-
	NB LTR*	0.00	-	-
	SB LTR	0.58	>120	F
US26 @ Wildwood Avenue	EB Left	0.03	20.2	C
	WB Left	0.00	-	-
	NB LTR	0.24	96.1	F
	SB LTR	0.82	>120	F
US26 @ Arrah Wanna Boulevard	EB Left	0.06	20.3	C
	WB Left	0.03	10.9	B
	NB LTR	0.19	26.4	D
	SB LTR	0.31	75.5	F

1- v/c = volume-to-capacity ratio for the critical movement.

2- Delay = Average vehicle delay in seconds for the critical movement.

3- LOS = Level of Service for the critical movement based on the average vehicle delay.

*LTR = Shared left turn/through/right turn movement.

3.7 TRAFFIC SAFETY

With continued traffic growth in the corridor, safety conditions would continue to deteriorate in the future should a left turn median not be constructed. Left turn movements would become increasingly difficult to make. The number of rear-end, turning, head-on and sideswipe crashes would be expected to increase.

4 BUILD ALTERNATIVE

The alternative, if implemented, would widen the highway to the north to accommodate four 12-foot travel lanes, a 14-foot left turn median, and 8 foot shoulder/bikeways. Two-foot shy distance would be added to the shoulders where guardrails are located. The total paved cross-section of the highway would be 78-80 feet wide depending on the presence of guardrails on the north side.

4.1 BICYCLE AND PEDESTRIAN FACILITIES

The shoulders on the highway would be widened to 8 feet to allow for safer bicycle travel. No new designated pedestrian facility would be added.

4.2 PUBLIC TRANSIT

There are no plans to expand the current public transit service in the corridor.

4.3 TRAFFIC VOLUME FORECAST

The forecast traffic volumes for the Build Alternative would be the same as the traffic volumes projected for the No Build Alternative. The traffic growth in the corridor is expected to be the same with or without the addition of a left turn median in the project area. The 2030 Build Design Hour Volumes are shown in Figure 7.

4.4 INTERSECTION OPERATIONS

Table 4-1 provides a summary of the analysis results for the study intersections under the Build Alternative. All minor street approaches would operate acceptably with low v/c ratios. The intersection operations and overall traffic flow would improve with the addition of a left turn median as compared to the No Build Alternative. Although a few intersections would experience some delays due to the traffic growth in the corridor, the low v/c ratios indicate that there would be adequate capacity to process the demand for the movements.

Intersection	Critical Movement	v/c ¹	Delay ² (sec)	LOS ³
	US26 @ Camino Rio Drive	WB Left	0.07	10.9

	NB Left	0.39	53.8	F
	NB Right	0.10	13.1	B
US26 @ Wemme Trail Road (west end)	EB Left	0.01	19.2	C
	SB Lt & Rt	0.01	21.5	C
US26 @ Mountain Air Drive	EB Left	0.03	20.3	C
	SB Lt & Rt	0.12	46.8	E
US26 @ Wemme Trail Road (east end)	EB Left	0.00	-	-
	SB Lt & Rt	0.00	-	-
US26 @ Wildwood Recreational Park	WB Left	0.02	10.8	B
	NB Lt & Rt	0.17	23.5	C
US26 @ Latarelle Avenue	EB Left	0.02	20.0	C
	WB Left	0.00	-	-
	NB LTR*	0.00	-	-
	SB LTR	0.15	63.8	F
US26 @ Wildwood Avenue	EB Left	0.03	20.2	C
	WB Left	0.00	-	-
	NB LTR	0.06	25.3	D
	SB LTR	0.20	70.0	F
US26 @ Arrah Wanna Boulevard	EB Left	0.06	20.3	C
	WB Left	0.03	10.9	B
	NB LTR	0.19	26.4	D
	SB LTR	0.31	75.5	F

1- v/c = volume-to-capacity ratio for the critical movement.

2- Delay = Average vehicle delay in seconds for the critical movement.

3- LOS = Level of Service for the critical movement based on the average vehicle delay.

*LTR = Shared left turn/through/right turn movement.

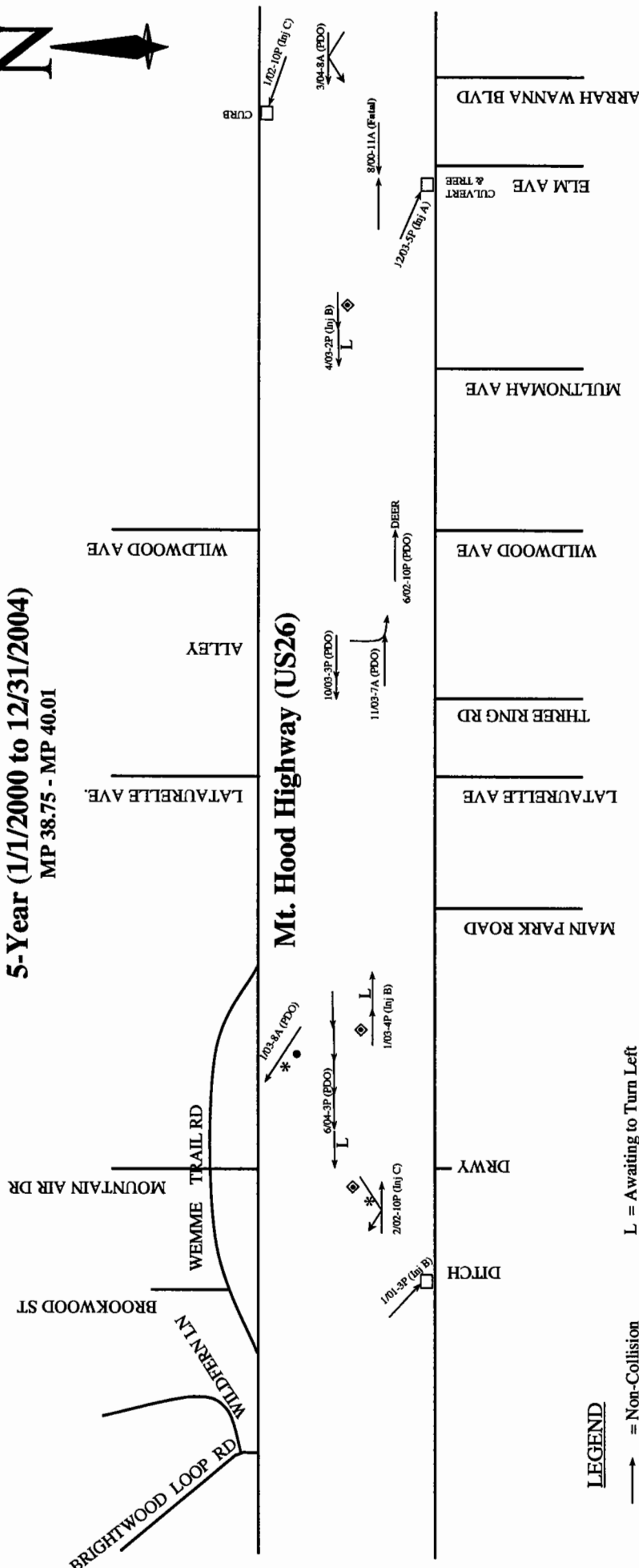
4.5 TRAFFIC SAFETY

The construction of a left turn median would create safer turning movements by separating the highway through traffic and traffic accessing the local streets. Motorists making left turns from the highway would no longer be required to stop in the inside through lane to wait for a gap in oncoming traffic. Provision of a left turn median would address the majority of the crashes that have been occurring in the project area. Wider shoulders would provide safer bicycle travel. Implementation of access management strategies such as closing, relocating and consolidating existing driveway accesses would further enhance traffic safety.

Collision Diagram

5-Year (1/1/2000 to 12/31/2004)

MP 38.75 - MP 40.01



Accident History - Data Collected 2000-2004

Number of accidents: 13

Fatal accidents: 1 (1 Fatality and 3 Injured Persons)

Injury accidents: 6 (9 Injured Persons)

1 Injured, A = Broken bones, bleeding, etc...

3 Injured, B = Bruises, swelling, etc...

2 Injured, C = Complaints of pain

Property Damage Only: 6

Pavement Conditions	#	%
Dry	7	54
Wet	4	31
Ice	2	15

LEGEND

- = Non-Collision
- □ = Fixed-Object
- → = Head-on
- ← = Rear-end
- ↻ = Turning
- ↻↻ = Sideswipe-Overtaking
- ↻↻ = Sideswipe-Meeting
- WW/XX-YY (ZZ) = Month/Year-Time (Severity)
- L = Awaiting to Turn Left
- * = Icy Conditions
- ◇ = Skidded
- = Overturned

OREGON DEPARTMENT OF TRANSPORTATION

Not to Scale

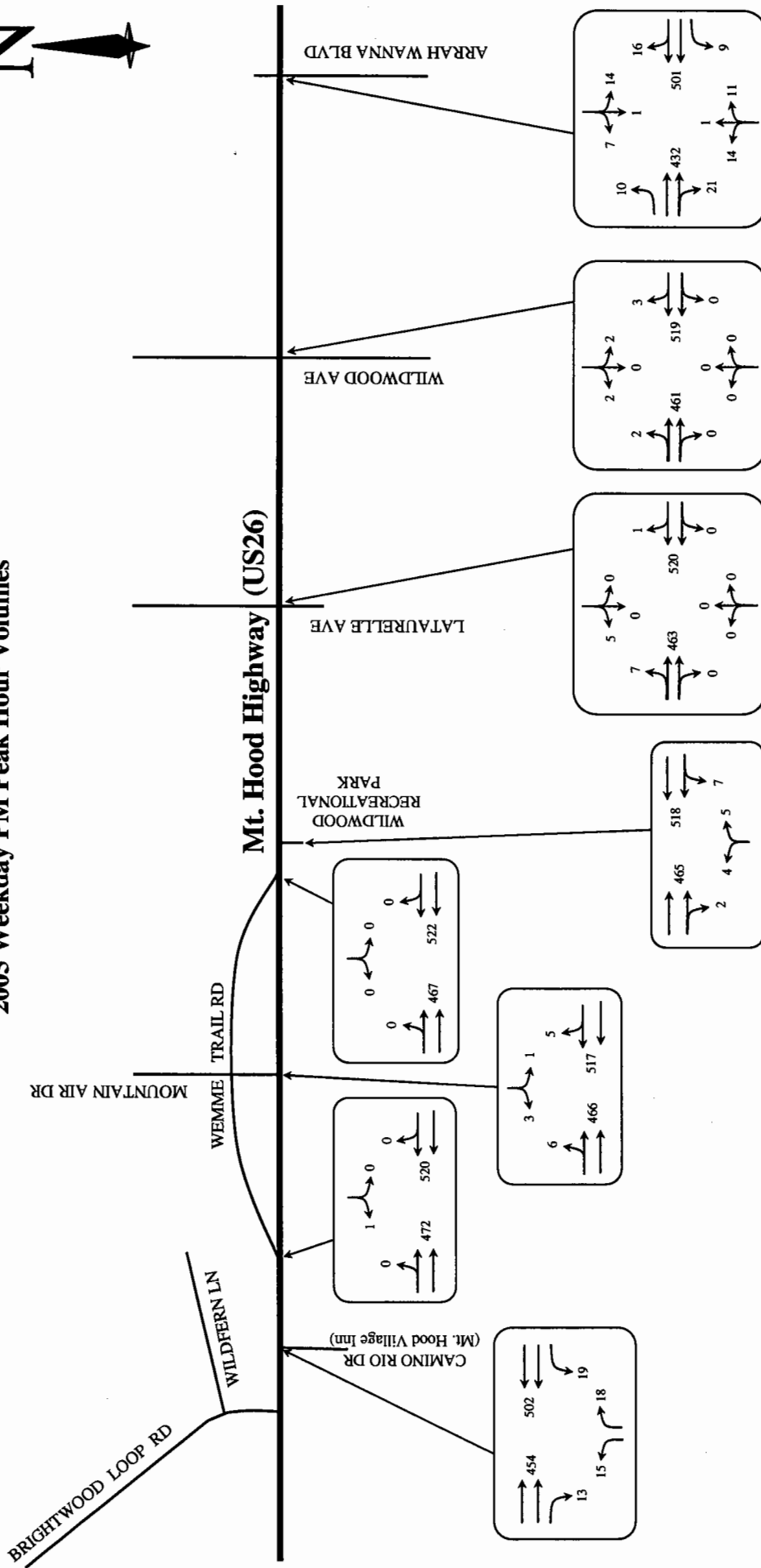
Mt. Hood Highway (US26)
Wildwood - Wemme

Date
May 2006

Prepared By: Region 1 Traffic Unit
File Name: Collision Diagram 4-20-06.ppt

FIGURE 2

**Existing Conditions
2005 Weekday PM Peak Hour Volumes**



OREGON DEPARTMENT OF TRANSPORTATION

Not to Scale

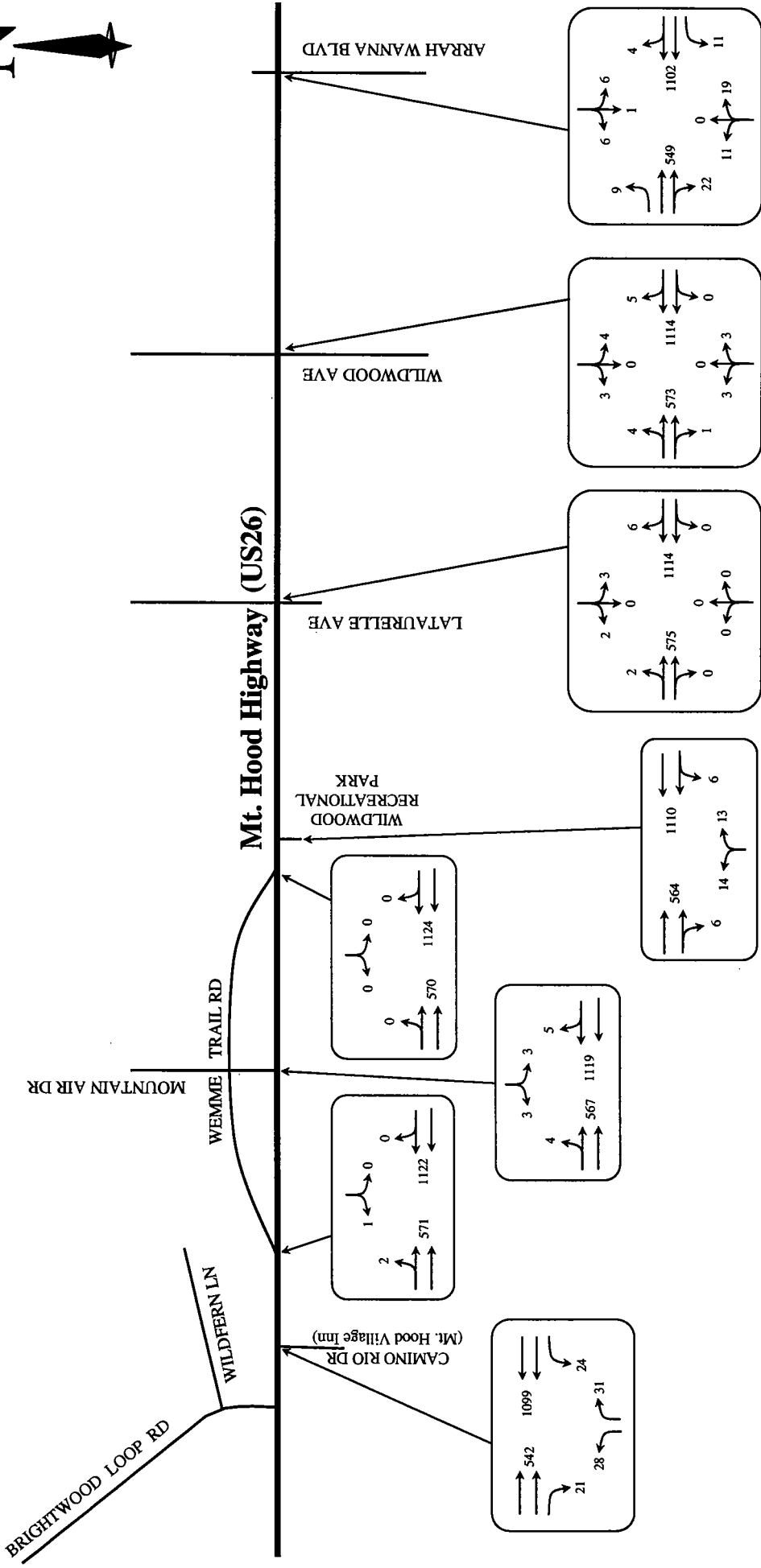
**Mt. Hood Highway (US26)
Wildwood - Wemme**

Date
May 2006

Prepared By: Region 1 Traffic Unit
File Name: Traffic Volumes.ppt

FIGURE 3

**Existing Conditions
2005 Weekend PM Peak Hour Volumes**



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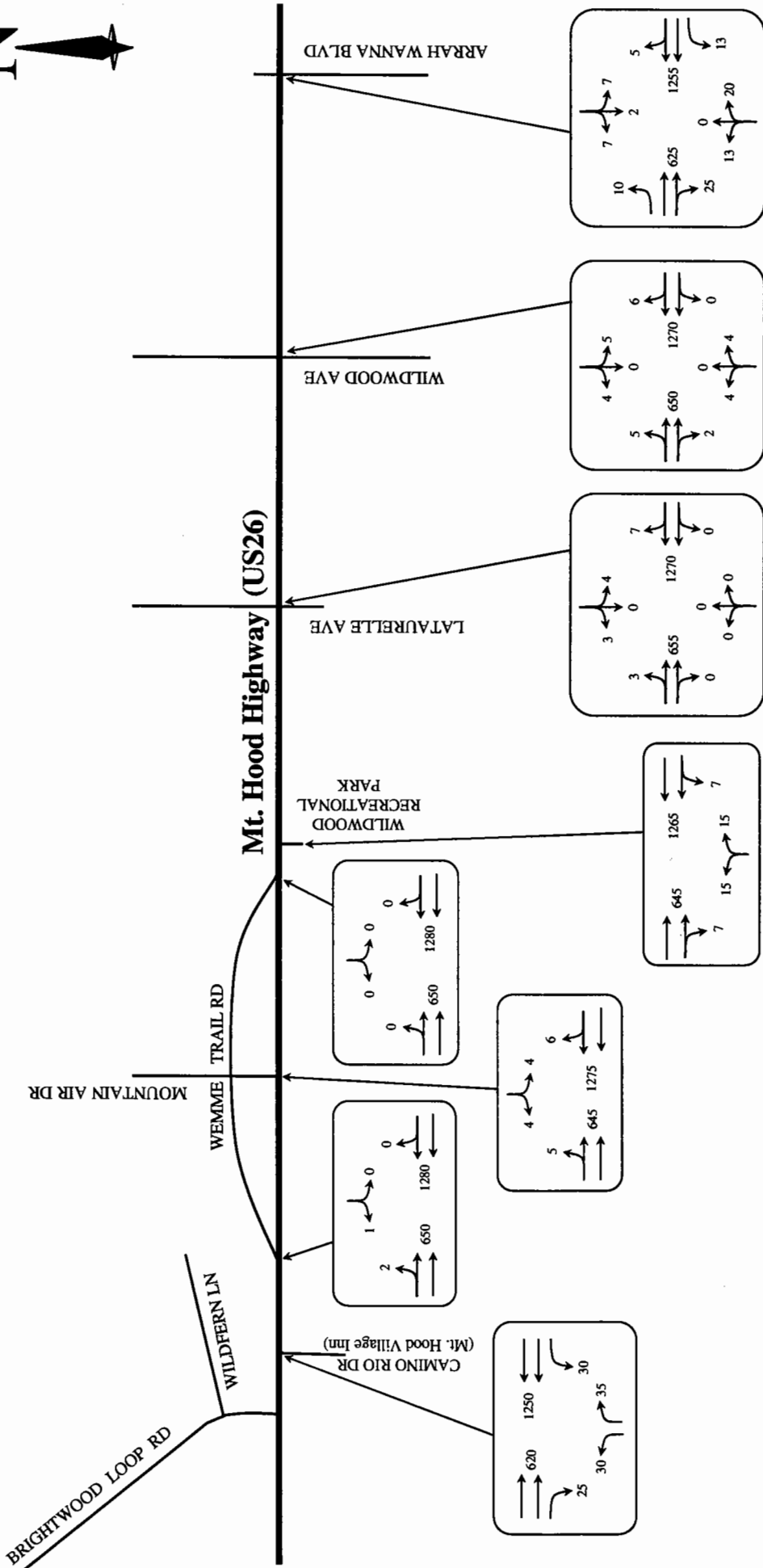
**Mt. Hood Highway (US26)
Wildwood - Wemme**

Date
May 2006

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FIGURE 4

**Adjusted 2005 Weekend PM
Peak Hour Volumes**



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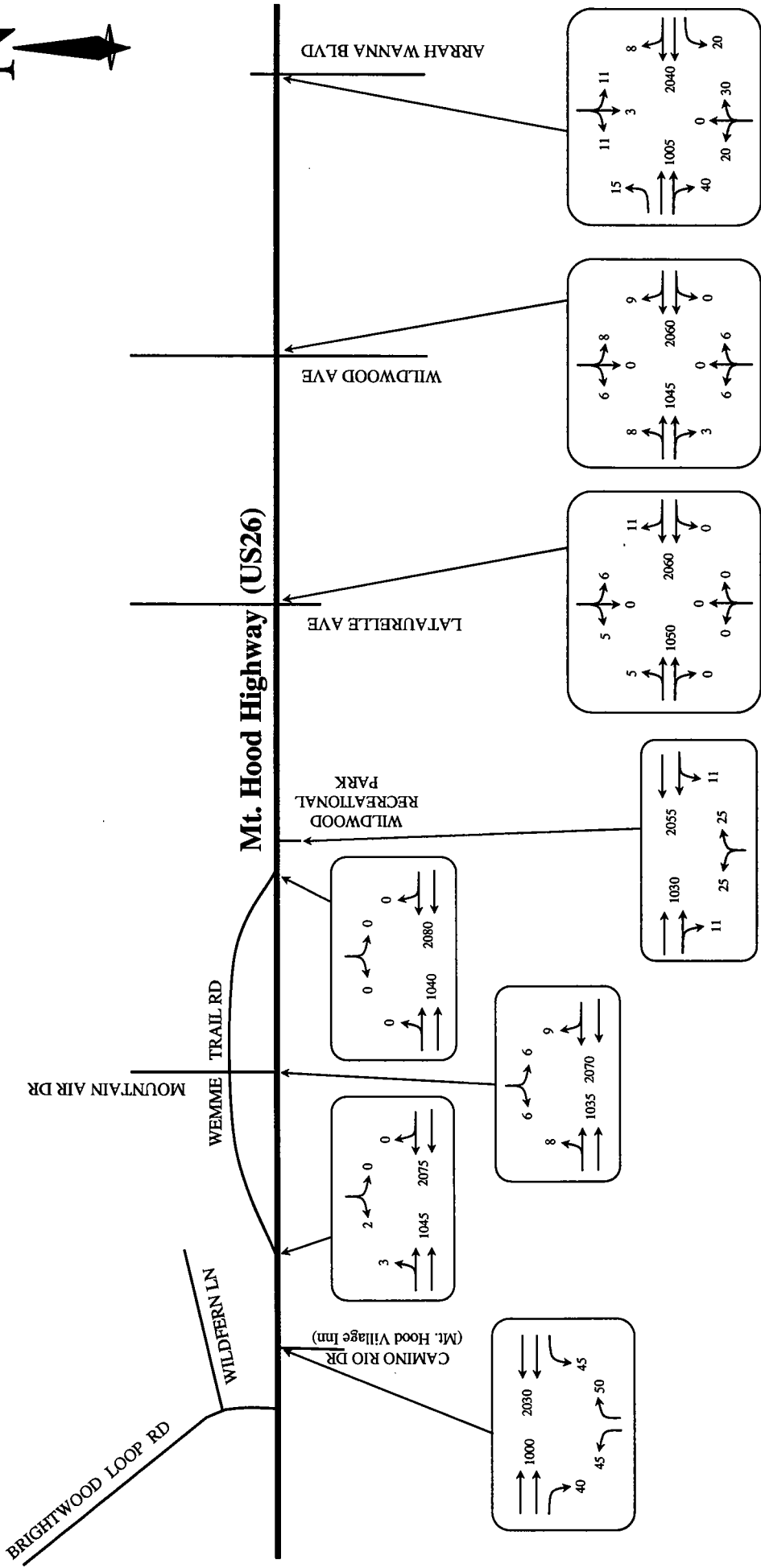
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Date
May 2006

**Mt. Hood Highway (US26)
Wildwood - Wemme**

FIGURE 5

No Build Alternative
2030 Weekend PM Peak Hour Volumes



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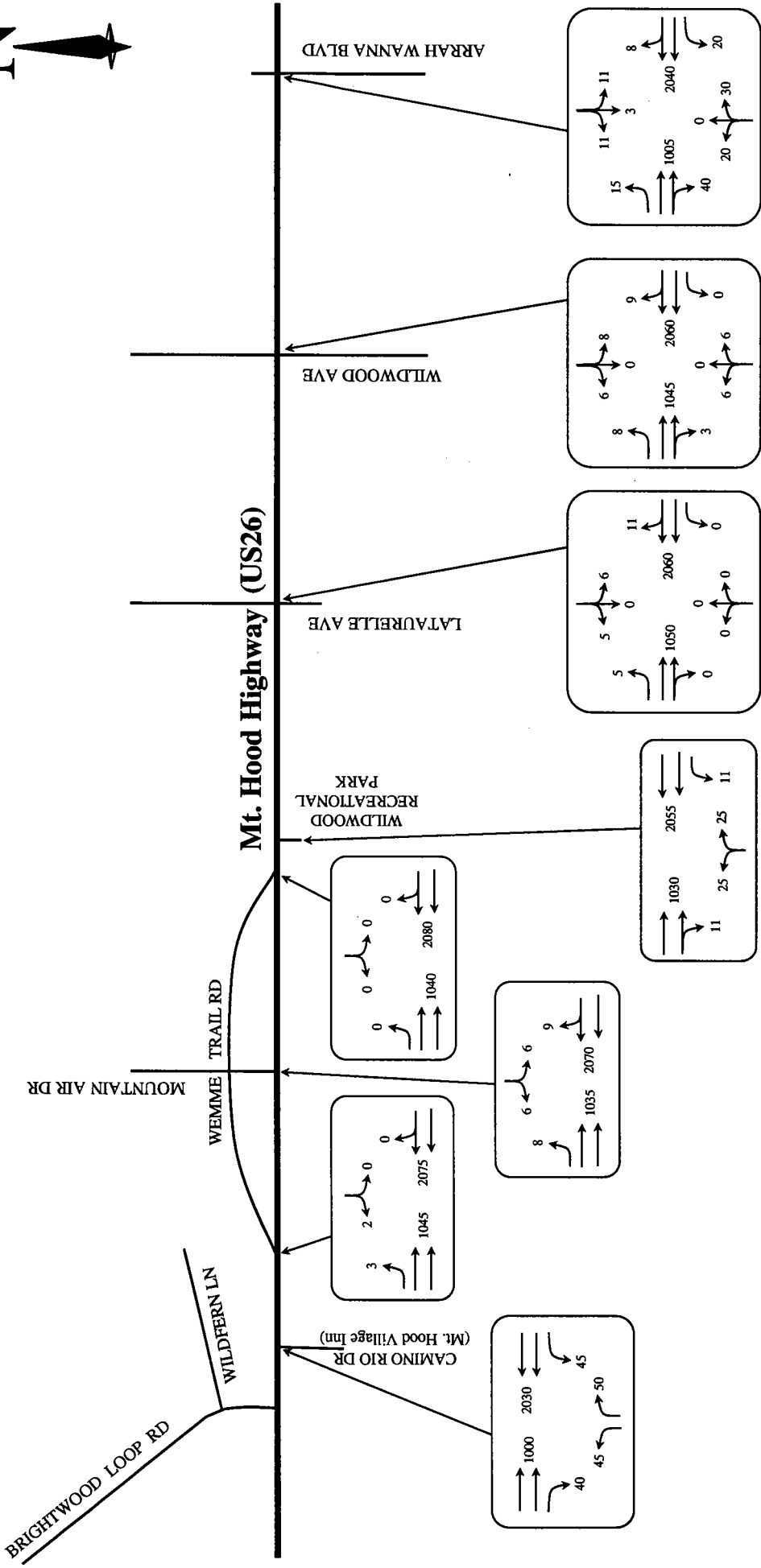
Mt. Hood Highway (US26)
Wildwood - Wemme

Date
May 2006

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FIGURE 6

**Build Alternative
2030 Design Hour Volumes**



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**Mt. Hood Highway (US26)
Wildwood - Wemme**

Date
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FIGURE 7

Appendix A

Seasonal Adjustment using Rhododendron ATR#03-006 (from ODOT Transportation Volume Tables)

Percent of ADT (based on Average Weekday Traffic)						
	2004	2003	2002	2001	2000	Average
January	60	76	77	74	64	71
February	71	67	73	66	65	68
March	73	64	70	64	69	68
April	66	55	50	56	58	56
May	76	73	69	70	71	71
June	89	86	85	80	81	84
June 26 (Interpolated)	96	93	93	87	88	91
July	109	105	107	99	101	104
August	100	109	101	99	100	100
September	86	82	79	75	73	79
October	67	63	63	59	61	62
November	61	59	60	57	55	59
December	79	86	77	95	91	85

Summer Peak Month

Seasonal Adjustment = $104/91 = 1.14$