US 195 TRAFFIC SAFETY CORRIDOR

Aug-2010

OBSERVATIONS OF MOVEMENT AND USE AT STOP BAR

OSERVATION THRESHOLDS WERE TAKEN USING A 20 CAR OBSERVATION PERIOD OR A MAX. OF 30 MINUTES CONTINUOUS TIME

INTERSECTION	TYPE OF INTERSECTION		STOP BAR DISTANCE FROM EDGE OF TRAVELED WAY (EOTW)	STOP BAR MEASURED WIDTH	TOTAL COUNT OBSERVED	COMPLETE STOP AT STOP LINE COMPLETE MANEUVER	% OF TOTAL OBSERVED THAT STOP	STOP AND CREEP ESTIMATED FEET FROM EXISTING STOP LINE	% OF TOTAL OBSERVED THAT CREEP	CREATED OWN STOP LINE EST. (FT) FROM EXISTING STOP LINE	% OF TOTAL OBSERVED THAT STOP	ROLLING SLOW DOWN NO STOP	% OF TOTAL OBSERVED THAT DON'T STOP	NOTES 20 CAR OBSERVATION PERIOD OR A MAX. OF 30 MINUTES CONTINUOUS TIME
HATCH RD	"T"	NB	21'/23'	18"	22	10	0.46	3',2',2',3',2',3',2',1'	0.348	3',1'	0.091	2	0.091	
		SB			1	0	0.00	0	0.000	0	0.000	1	1.00	
MEADOWLANE RD	+	NB		18"	13	1	0.077	0	0.000	11(4',4',4',3',3',3',7',8',2',7',7')	0.846	1	0.077	
		SB			23	18	0.782	1',1',2'	0.130	1'	0.043	1 (to median)	0.043	
QUALCHAN RD	"T"	NB	20'/23'	18"	22	5	0.23	15(1',6',5',1',5',5',3',2',8',7',2',3',7',6',8')	0.682	5'	0.045	1	0.045	
		SB			3	0	0.00	0	0.000	0	0.000	3	1.00	
CHENEY-SPOKANE RD (lt count only)	+	NB	20'/23'	18"	113	86	0.761	not measurable due to volume		not measurable due to volume		27	0.239	
		SB			28	17	0.607					11	0.393	
INLAND EMPIRE WAY RD	+	NB	10'/13'RT	18"	10	6	0.600	1'	0.100	0	0.000	3	0.30	
		SB	20'		3	3	1.00	0	0.000	0	0.000	0	0.00	-
CHESTNUT RD(RT)	+	NB	17'	18"	16	13	0.812	1',1',1'	0.188	0	0.000	0	0.00	
THORPE RD (LT)		SB	18'		23	16	0.695	1',3',3',1',2'	0.217	0	0.000	2 (both were right turns)	0.087	
16TH AVE	+	NB	18'	18"	0	0	0.000	0	0.000	0	0.000	0	0.000	No traffic during observation time
		SB	17'		23	12	0.52	3',3',1',2',1',2',2'	0.304	2'	0.043	3	0.130	