

Statement to EWEB Board Meeting, Tuesday, 2013-09-17

Regardless of which way the service territory transfer is decided, EWEB will retain control of Leaburg Dam, so it's EWEB I need to persuade to lessen the severity of the speed control devices on the Dam's roadway. The posted speed limit is 10 mph. However, you're using speed bumps, and speed bumps are specifically made to slow drivers down to between 2 to 5 mph. Speed humps would be more appropriate since they're specifically made to slow vehicles to between 5 to 10 mph.

To the best of my recollection, the first speed bumps were installed on the Leaburg Dam roadway in the 1980s, one at each end. Those two asphalt bumps were used until all bumps were removed in February of this year to allow a large crane access over the Dam for an EWEB project. When that project was completed, four new speed bumps were bolted onto the roadway, roughly opposite each pier house.

Why is it that what had sufficed from sometime in the 1980s until early this year, a period of 20 to 30 years, needed to be replaced by a doubling of the number of bumps and a significant increase in each bump's severity? I don't know the answer to that, and to the best of my knowledge the decision was made without public input, without an opportunity such as I am enjoying now.

During the period of June 29 through today, whenever at the Dam, I looked for any one of three things: boat trailers, an EWEB presence, or pedestrians. On 64 days one or more of the three were present. Pages 2 to 4 of my handout is a tabulation of those counts. I saw an EWEB vehicle parked near the Dam eight times. I saw EWEB personnel on the Dam twice. Seven times I saw pedestrians. I saw boat trailers 62 times. The National Bridge Inventory entry for Leaburg Dam lists the average daily traffic at 190 vehicles in 2010. Clearly the overwhelming use of the Leaburg Dam bridge is as a thoroughfare for vehicular traffic between Hwy 126 and Leaburg Dam Road.

It's not a parking lot situation, and slowing vehicles to parking lot speeds—which is what the current speed bumps do—not only frustrates drivers and frays tempers, but creates a hazard. It's a one-way-at-a-time roadway, and the longer it takes to cross, the more the congestion at each end. On the highway side, the turn lane has room for about three vehicles, and if one of those vehicles is pulling a trailer, somebody's back end is going to be in the through traffic lane.

Using speed humps rather than speed bumps would allow traffic to move across the Dam smoothly and still provide safety for the relatively infrequent presence of people on the Dam. This is not to say that during periods of major maintenance additional measures should not be used, but when such activity is completed, traffic calming devices should reflect the normal usage of the roadway and allow crossing at 10 mph.

Thank you for your consideration.

See leaburgdamspeedbumps.info for more information.

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Leaburg Dam Speed Bumps Observational Data

Apologies for the poor formatting. You can see the page better on leaburgdamspeedbumps.info.

date	time	day of week	boat trailers	EWEB presence	pedestrians on bridge	weather	temp ° F	notes
2013-06-29	12:30	Saturday	13			sunny	80's	
2013-06-30	18:55	Sunday	5			sunny	80's	
2013-07-01	10:15	Monday	5	1 vehicle		sunny	70's	
2013-07-02	12:30	Tuesday	7			sunny	80's	
2013-07-03	11:45	Wednesday	6			sunny	70's	
2013-07-04	13:35	Thursday	11			sunny	70's	
2013-07-05	13:35	Friday	10			sunny	70's	
2013-07-06	12:00	Saturday	14			sunny	70's	
2013-07-07	13:10	Sunday	11			sunny	70's	
2013-07-08	16:00	Monday	3			sunny	80's	
2013-07-10	12:00	Wednesday	4	1 vehicle		sunny	70's	#1
2013-07-12	13:35	Friday	4			sunny	70s	
2013-07-13	13:10	Saturday	7		3	sunny	70s	
2013-07-14	12:30	Sunday	6		2	sunny	70s	
2013-07-15	10:15	Monday	3	1 vehicle		sunny	70s	
2013-07-16	11:20	Tuesday	4			sunny	70s	#2
2013-07-17	12:30	Wednesday	8		3	sunny	70s	
2013-07-18	11:30	Thursday	8	1 vehicle		sunny	70s	
2013-07-19	12:30	Friday	7			sunny	70s	
2013-07-20	11:50	Saturday	9			sunny	70s	
2013-07-21	12:20	Sunday	10			sunny	70s	
2013-07-22	10:20	Monday	3			sunny	60s	
2013-07-23	08:30	Tuesday	6			sunny	60s	
2013-07-24	11:45	Wednesday	4			sunny	70s	
2013-07-25	14:00	Thursday	3			sunny	80s	
2013-07-26	12:15	Friday	3			sunny	70s	
2013-07-27	11:45	Saturday	4			sunny	70s	
2013-07-28	11:20	Sunday	8			sunny	70s	
2013-07-29	12:45	Monday	2	1 vehicle		sunny	70s	
2013-07-30	11:30	Tuesday	3			sunny	60s	
2013-07-31	16:30	Wednesday	4			cloudy	70s	
2013-08-01	16:30	Thursday	5			cloudy	70s	#3
2013-08-02	20:20	Friday	4			sunny	60s	
2013-08-03	13:15	Saturday	4			sunny	80s	
2013-08-05	10:20	Monday		1 vehicle 1 person		sunny	60s	#4
2013-08-06	11:10	Tuesday	4			sunny	70s	

2013-08-07 20:00	Wednesday	2		cloudy	60s
2013-08-08 11:45	Thursday	2		cloudy	60s
2013-08-09 11:15	Friday	4		sunny	70s
2013-08-10 11:40	Saturday	2		sunny	60s
2013-08-11 11:15	Sunday	5	1	sunny	70s #5
2013-08-12 09:15	Monday	2		sunny	60s
2013-08-13 13:15	Tuesday	2		sunny	70s
2013-08-16 13:30	Friday	4		sunny	80s
2013-08-17 19:30	Saturday	4		sunny	70s
2013-08-18 11:20	Sunday	4		sunny	80s
2013-08-19 16:05	Monday	1		sunny	80s
2013-08-21 12:10	Wednesday	2		sunny	70s
2013-08-22 13:20	Thursday		1 vehicle	sunny	70s
2013-08-23 13:00	Friday	3		sunny	70s
2013-08-24 17:10	Saturday	3	3	sunny	70s #6
2013-08-27 11:40	Tuesday	1	1	sunny	60s
2013-08-28 12:55	Wednesday	2	2 vehicles 5 people	partly cloudy	70s
2013-08-29 15:10	Thursday	1		partly cloudy	70s
2013-08-31 11:05	Saturday	1		sunny	70s
2013-09-01 10:20	Sunday	4		sunny	60s
2013-09-04 11:55	Wednesday	1		cloudy/rain	60s
2013-09-06 13:15	Friday	1		sunny	70s
2013-09-08 18:10	Sunday	1		sunny	80s
2013-09-09 17:45	Monday	1		sunny	80s
2013-09-10 19:10	Tuesday	2		sunny	70s
2013-09-14 17:15	Saturday	1		cloudy	60s
2013-09-15 14:10	Sunday	2		sunny	60s
2013-09-17 12:10	Tuesday	2		cloudy	50s

Notes:

1. 2013-07-10 One vehicle almost done crossing hatchery-side to highway-side, one vehicle waiting on highway-side. First of four McKenzie Fire & Rescue (MFR) fire trucks stops on hatchery-side to let the waiting highway-side vehicle cross when it can. While it's crossing, three more MFR fire trucks pull up behind the first. Then, as the first MFR vehicle starts across the dam, two more vehicles join the hatchery-side line. The MFR vehicles have to come to an almost-complete stop while crossing. Result is five vehicles on the dam, four of them heavyweights, and quite a delay for those behind them. I didn't stick around to see what the lineup on the highway side became.

I would hope that if the MFR vehicles were going to a fire, they would be able to cross the bumps faster, but that may not be the case. An ITE paper on the reduced emergency response delay caused by speed humps shows the delay to be between 12 and 27 seconds per hump. Note that the paper deals with speed humps, not speed bumps, which are worse. My seat-of-the-pants guess for the delay for a fire truck negotiating the existing speed bumps on the dam would be around two minutes. I don't know how

significant a two-minute delay is in fighting a house fire, but I know that when it comes to aircraft fires, a two-minute delay is critical.

2. 2013-07-16 When returning from Vida, we were number 6 on the dam due to a really slow number 1. In all the years before the current speed bump installation, we were never more than number 3 on the dam that I can recall. Certainly never more than number 4.
3. 2013-08-01 The upstream side of one of the speed bumps has had one or more of it's bolts broken, which allows it to pivot on the remaining bolt(s), thus widening the middle break for that speed bump.
4. 2013-08-05 Today was the first day since starting this record that I saw an EWEB worker on the dam. He appeared to be working on one of the speed bumps. Prior to today the only EWEB presence I've seen is a pickup or panel truck parked off to the side on the Hatchery bank of the river.
5. 2013-08-11 A large motorhome and a big toy hauler were parked next to the education center. It would have been interesting to have watched them negotiate the speed bumps on the dam.
6. 2013-08-24 I happened to arrive at the dam at the same time the LTD bus was discharging passengers, 3 of which crossed the dam.