

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, December 13, 1993
7:00 p.m., Newberg Public Library

PRESENT:	Doris Brandt, Chairperson	Russel Pack
	Vernon (Andy) Anderson	Bob Andrews
	Glenn L. Benedict	Richard McCabe
	Richard Meyer	

ABSENT: Earl Sandager

STAFF	Police Chief Bob Tardiff
PRESENT:	Sgt. David T. James
	Larry Anderson, Engineering
	Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairperson Doris Brandt called the meeting to order at 7:00 p.m.

There being no corrections, the minutes of Monday, November 8, 1993, were approved as written.

II. OLD BUSINESS:

Chief Tardiff advised Committee that he met with Marsha Garrick, Superintendent of Schools, to discuss traffic around Newberg High School. Ms. Garrick confirmed that the School District plans to move the main high school entrance from Elliott Road to either Emory or Deborah Road. Noting that the Engineering Department has set aside funds for widening Elliott Road, he suggested she contact the Engineering Department to discuss this matter before unnecessary work is done by the City.

Regarding the Crater Lane school site, Chief Tardiff said the School District plans to conduct a traffic study of the area and will meet with Traffic Safety to discuss the development of a traffic plan for around the school site.

Chief Tardiff reported that the grant application for the radar reader board had been approved.

Andy Anderson suggested Committee watch closely how ODOT handles the traffic project being planned by the City of Forest Grove to redirect traffic around downtown Forest Grove.

Regarding truck parking on Hancock, Chief Tardiff reminded Committee that Big Dipper

Transport has until the first of the year to find alternate parking.

Mr. McCabe asked when a public hearing will be scheduled on the issue of lane striping on Hancock at Springbrook. Larry Anderson explained the process Engineering will take on scheduling this matter and any future issues involving the establishment of lanes or changing the traffic flow. Larry said Engineering will first do an engineering analysis: traffic counts, traffic movement to see how the lanes would be designed, and parking. This analysis will then be presented to Committee, with a recommendation. At that time, Committee can establish a public hearing date, if necessary.

Regarding this particular issue, Larry confirmed that he would be able to make a recommendation at the January meeting, and a public hearing on the elimination of parking spaces could be set.

A complaint relating to noon-time traffic in the Sitka-Hayworth-Hewlitt area was reported. Chief Tardiff said citations were issued in the area of Hawthorne Loop, but felt activity in that district had been quiet.

Larry Anderson asked Committee to take into consideration the amount of staff time required to meet deadlines when setting meeting dates or public hearings. He suggested scheduling public hearings on a quarterly basis.

III. PUBLIC HEARINGS:

A) 7:30 time certain

Public hearing on request of Brenda Diedrich and Open Bible School to allow a crosswalk across N. College Street at Aldercrest Drive and relocation of two speed signs.

There being no abstentions or objections to hearing this issue, Doris Brandt opened the public hearing.

Larry Anderson presented the staff report. Larry explained that since it is a State Highway, the City can only make a recommendation to the State. He said the Oregon Department of Transportation (ODOT) strongly recommends that an adult crossing guard be required to monitor the crosswalk during school hours. Anderson suggested meeting with school staff to work up a traffic plan and school route children will follow to keep to one side of the street. This plan will be submitted to ODOT, who will then survey the site to see if a crosswalk is appropriate for the proposed location. If so, ODOT will proceed with a traffic and speed study. He advised that ODOT will not allow a speed zone change for a school crossing. Instead, he said, they will post a *20 mph When Children are Present* sign at the crosswalk. He cautioned that if a statistical analysis is done on traffic, it is possible that ODOT would increase the speed. He

explained that ODOT's determination is based on an 85 percentile of the speed of traffic in the area, and then adjusts the traffic to that speed.

Larry indicated that with the painted crosswalk on the highway and an adult crossing guard, he felt it would be a safer crossing for the children. He warned that the State Highway Department could revoke the crosswalk if they find the crosswalk does not have a crossing guard during school hours.

Andy Anderson asked Mr. Vaughan how many children cross at the proposed crosswalk location. Mr. Vaughan confirmed that Open Bible does not have a school bus, but that a public school bus stops at that location. It could not be determined whether the children exiting the school bus had to cross College Street. Mr. Vaughan or Ms. Diedrich will notify Larry Anderson of the number of children crossing the street and where the school bus stop is located.

Mr. McCabe asked Larry to confirm the location of the proposed crosswalk, as he was concerned that children would have to walk down the edge of the road. Larry Anderson indicated Staff would align the crosswalk with the sidewalk on Aldercrest.

Proponent Larry Vaughan, Principal, Open Bible Christian School, 1605 N. College, indicated the school would comply with the requirement for an adult crossing guard at the crossing.

Brenda Diedrich, 1621 Trestle View Court, speaking in favor of the proposed crosswalk, cited safety of the children as her primary concern for the need for a crosswalk.

Larry Anderson said Staff's recommendation is to pursue the crosswalk and meet with the school to develop a traffic plan. Then City staff will submit the plan to ODOT for them to do their traffic study to see if a crosswalk is warranted in the proposed location.

To clarify, Larry Anderson said the plan submitted to ODOT would include the location of the proposed crosswalk, signage, a map of the area, proposed pedestrian route the children would be taught to take to access the crosswalk, and the number of children using the crosswalk during school hours. The number of children using the crosswalk would include all children using the crosswalk, not just students of Open Bible School.

Motion: Russ Pack/Dick Meyer to close the public hearing. The motion carried, and Chairperson Brandt declared the public hearing closed.

Bob Andrews asked if the Newberg School District allows private schools to use public school buses. Glenn Benedict confirmed that students at C.S. Lewis use public school buses to get to school.

Andy Anderson expressed concern regarding the danger inherent with creating a crosswalk on

a state highway in a semi-rural area. Cited as potential dangers were (1) lack of knowledge that a school is located in the vicinity, (2) speeding traffic, (3) individuals depending on the crosswalk for safety, (4) hours crosswalk is not monitored, and (5) lack of attention by drivers very familiar with the area. It was noted the crosswalk in Dundee is located at a light and is entering a residential area where drivers expect to slow their speed. The proposed crosswalk does not have these indicators prior to the crosswalk.

Sgt. James raised the issue of installing a lighted sign prior to the crosswalk. Larry Anderson said the State would install two warning signs, a sign before the crosswalk and a sign at the crosswalk. He said ODOT did not usually install lighted signs, but a flashing light or other requirements could be included in the City's recommendation.

The types of signs suitable for identifying the crosswalk and schools received considerable discussion.

Dick McCabe suggested painting the word "SCHOOL" on the pavement surface in large letters.

Bob Andrews asked whether ODOT could provide any history on the effectiveness and safety of crosswalks in semi-rural areas based on their experience and research. Staff indicated the request would be weighed against other similar requests.

Motion: McCabe/Anderson moved to accept the Staff recommendation to pursue the crosswalk and meet with Open Bible School to develop a traffic plan to submit to the Oregon Department of Transportation so ODOT can commence with their traffic study to determine if a crosswalk is warranted in the location of No. College and Aldercrest Drive.

Amendment to Motion: For clarification, Bob Andrews asked if the motion includes the proviso that the crosswalk have an adult crossing guard during school hours. The amendment was so moved. Upon being put to the vote, the motion as amended passed.

B) Public hearing on request of C.S. Lewis Community School regarding dangerous intersections at So. College and Second and So. College and Third Streets.

There being no abstentions or objections to the jurisdiction on this matter, Chairman Brandt opened the public hearing.

Larry Anderson presented the Staff Report. He explained that from an Transportation/Engineering standpoint, four-way stops are used mainly to even the flow of traffic through high-volume intersections with streets having nearly the same traffic. Visibility problems are not considered ample reason for four-way stops. Drawing Committee's attention to the Multi-way Stop Investigation worksheet, Anderson noted the intersection did not warrant

a four-way stop based on the point calculation done by the Engineering Department. Larry said the analysis done by Engineering does not take into account the number of near-miss accidents since they cannot be accurately determined. Based on their investigation, Staff recommends painting the crosswalks and posting the limited parking around the school as requested. Staff does not recommend putting in a four-way stop at the intersection of So. College and 2nd Street.

On the contrary, Chief Tardiff suggested that the unique characteristics of the intersection at So. College and 2nd Street make it suitable as a four-way stop. He stated he agreed that there needs to be a standard process for evaluating the need for stop signs. However, equally important is the need to provide for citizens' safety. Citing the excessive number of accidents at the intersection, the poor visibility, and the fact that both streets are through-streets (in his opinion), he contends that these factors form a logical foundation for creating a four-way stop at the intersection. In summary, Chief Tardiff said he considers the intersection unsafe and recommends it be made into a four-way stop.

Sgt. Dave James informed Committee that most accidents are caused by a failure to yield because drivers cannot see vehicles approaching in the intersection. Larry Anderson said that on a daily basis approximately 3,000 vehicles travel north & south through the intersection on College, and 2,000 east & west on 2nd. Chief Tardiff noted that the traffic volume is fairly even, meeting one of the criteria of the analysis.

Andy Poole, Principal, C. S. Lewis Community School, P.O. Box 938, spoke in favor of creating a four-way stop at the intersection. Noting that most of his students cross at 3rd, he concurred that crossings at 2nd and College would create a feeling of security for pedestrians using that intersection during school hours. The crosswalks would steer children to the corner, keeping them from crossing in the middle of the street. He suggested that by requiring drivers to come to a complete stop, it would allow ample time to determine if vehicles were coming from another direction and thereby avoid a collision. Mr. Poole suggested this intersection could be compared to the four-way stop intersection at Blaine. Citing the reduced amount of traffic, Larry Anderson said it is not comparable.

As a concern, Mr. Poole asked Chief Tardiff to aggressively enforce traffic laws as they relate to vehicles stopping for pedestrians in a crosswalk.

In summary, Poole reiterated his support for the four-way stop, crosswalks, and posting the limited parking. In addition, he requested school signs be posted in the area.

Responding to a question from Mr. Benedict, Poole indicated that teachers escorted children across the crosswalks during school hours.

Larry Anderson indicated the speed limit is 25 mph in this area, and did not think reducing the speed limit to 20 mph would stop vehicles from drifting through the intersections. Consensus

was that speed is not the issue as most vehicles are almost stopped as they proceed through the intersection.

There was some general discussion regarding the intersection of 2nd and Blaine. Sgt. James indicated there were several accidents with the train prior to the intersection becoming a four-way stop due to failure to yield. Chief Tardiff indicated there is a similar circumstance due to lack of visibility because of the Buckley building.

Larry Anderson advised Committee that the City Council will have to amend the stop sign ordinance if Committee chooses to create a four-way stop at the intersection of 2nd and College. In summary, Larry Anderson said he does not recommend the four-way stop because he feels it will be stopping an additional 3,000 cars a day that would otherwise not have to stop.

Chief Tardiff, in summary, said a four-way stop is worthwhile if it prevents five to six accidents a year.

Dick McCabe suggested stop signs on College, allowing 2nd as a through street. Larry Anderson suggested the visibility issue would not make this a viable option. Also, the proposal would require that signs be posted to advise of a traffic change ahead.

Responding to Dick Meyers' concern over safety of pedestrians, Chief Tardiff indicated that a four-way stop would allow greater opportunity to see pedestrians in the crosswalk.

It was noted that a tractor, without trailer, frequently parks near the intersection which obstructs visibility for vehicles approaching the intersection.

There was general discussion regarding crosswalks. Chief Tardiff advised that by law there is a crosswalk from corner to corner at a stop sign, whether painted or not. Larry Anderson confirmed that Engineering routinely only paint crosswalks around schools and highways.

Larry will investigate the placement of signs around the private school. He suggested the signs would be placed at the stop.

Motion: Andrews/McCabe to close the public hearing. Motion carried.

Motion: Andrews/Benedict to recommend to the Newberg City Council that a four-way stop be created at the intersection of So. College and 2nd Street, with painted crosswalks, and that Staff come back with recommendation for appropriate signage identifying a school zone. Motion carried, with one vote in opposition (Pack).

IV. NEW BUSINESS:

**A) Request limited parking around 719 E. 1st Street,
Community Development Building (Staff)**

Larry Anderson advised Committee that Staff had discussed limiting parking around the Community Development Building to fifteen minutes but decided to stay with the 2-hour parking. He explained Staff felt fifteen minutes would not allow enough time to conduct business. Currently, the office is utilizing parking spaces in the vacant Lumberman's lot, and a neighboring business has offered to lease some parking spaces to the City. He said they will post the side street for customer parking and have staff park in lot behind.

Motion: Benedict/McCabe to adjourn. Meeting adjourned at 8:20 p.m.

Submitted by

Mary Newell
Mary Newell, Secretary

AGENDA
TRAFFIC SAFETY COMMITTEE
Monday, December 13, 1993
7:00 p.m., Newberg Public Library

I. CALL MEETING TO ORDER:

Review and approve minutes of Monday, November 8, 1993.

II. OLD BUSINESS:

III. PUBLIC HEARINGS:

A) 7:30 time certain

Public Hearing on request of Brenda Diedrich and Open Bible School to allow a crosswalk across N. College Street at Aldercrest Drive and relocation of two speed signs.

B) Public hearing on request of C. S. Lewis Community School regarding dangerous intersections at So. College and Second and So. College and Third Streets.

IV. NEW BUSINESS:

A) Request limited parking around 719 E. 1st Street, Community Development Building (Staff)

V. COMMUNICATIONS FROM THE FLOOR:

VI. ADJOURN TO NEXT MEETING: